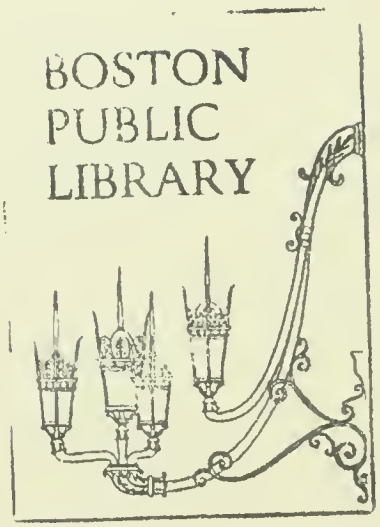
GOVDOC
BRA
653


BOSTON
PUBLIC
LIBRARY

Gov. 96-1496

BRA
653
/

# Two Twenty Two Berkeley

BOSTON
PUBLIC
LIBRARY

ACK BAY
662
988

TWO TWENTY TWO
BERKELEY

Clippings &
Letters of support
are at end of volume.

BOSTON REDEVELOPMENT AUTHORITY
Library

April 15, 1988

Mr. Robert L. Farrell
Chairman
Boston Redevelopment Authority
Boston City Hall
9th Floor
Boston, MA 02201

Dear Mr. Farrell:

On Thursday, April 21, 1988, the Two Twenty Two Berkeley Street project will appear before the Boston Redevelopment Authority Board. At that time our project team will request the granting of a PDA amendment that will allow us to change the configuration of Phase II/Five Hundred Boylston to conform with the wishes of the Board and those of many concerned groups and individuals with whom we've met over the past year and a half.

The Two Twenty Two Berkeley team is comprised of Gerald D. Hines Interests and Copley Real Estate Advisors (the real estate subsidiary of The New England). Together we have proposed the construction of a 505,000 square-foot office and retail project adjacent to Five Hundred Boylston Street Phase I, and bounded by Boylston Street, Berkeley Street and St. James Avenue. Construction of the facility is scheduled to commence during the Fall of 1988.

**ABOUT THE PROCESS**

Enclosed in this book is a brief summary of our proposal in preparation for our hearing before the Board. Included is:

* Introduction
* Project Evolution
* Design
* Community Outreach
* Public Benefits

GERALD D. HINES INTERESTS
[illegible] STREET, SUITE [illegible] BOSTON, MASSACHUSETTS [illegible]
PHONE [illegible]

* Design Advisory Panel Minutes

Also included in the Appendices is a comprehensive list of all interested parties contacted, as well as community letters.

We hope that the Board finds these materials helpful, and we thank you for your attention.

Sincerely,

Michael H. Harrity
Copley Real Estate Advisors

Mark Sears
Gerald D. Hines, Interests

**TWO TWENTY TWO BERKELEY**

In the past few years, the real estate development climate in Boston has changed significantly. Under Mayor Raymond Flynn and the Boston Redevelopment Authority, a new awareness of aesthetic, social and neighborhood priorities has been established. This new awareness manifested itself in 1985, after the initial design of the Five Hundred Boylston Street project--a twin-tower scheme facing Boylston Street--was given preliminary City approval. At that time, both the BRA and Back Bay groups urged the developers to pursue a less-dense second phase.

In response, the developers have spent the past two years working closely with the City of Boston, the Back Bay Design Advisory Panel (DAP), and other interested parties to ensure that the final Phase II proposal reflects the concerns and needs of not only the developer, but of the City and its residents as well. The project team has conducted an exhaustive community outreach program where give and take has lead to what we believe is a superior project.

In all, the development team has solicited input from over 125 groups and individuals, with many of their suggestions incorporated directly into the plan that will be presented to you on Thursday.

Two Twenty Two Berkeley is a 505,000 square-foot office and retail project bounded by Boylston Street, Berkeley Street, and St. James Avenue in Boston's Back Bay. The current proposal for the 1.3-acre site includes a 22-story, 310-foot high structure, to include a 7,000 square-foot "Winter Garden," covered pedestrian walkways, and 400 below-grade parking spaces.

Other public benefits resulting from this phase of the overall development will include $3 million in tax revenues for the City, $2.4 million in linkage payments, 1400 construction-related jobs, and 2000 permanent jobs.

The Two Twenty Two Berkeley development team is comprised of Gerald D. Hines Interests, and Copley Real Estate Advisors (a real estate subsidiary of The New England). In addition, the widely-acclaimed firm of Robert A. M. Stern Architects has been paired with Jung/Brannen Associates of Boston to ensure the project's contribution to the architectural, historic and pedestrian character of the Back Bay.

Construction of the facility is scheduled to begin in the Fall of 1988, with completion projected for the Spring of 1991.

## PROJECT EVOLUTION

Following the approval of Five Hundred Boylston in 1985, the development team heeded concerns raised by Back Bay groups and the BRA regarding the original proposal for Phase II, which was then a twin-tower structure facing Boylston Street along the eastern portion of the site. Working with the Design Advisory Panel (DAP) designated by the BRA, the developers have incorporated a number of significant modifications into the final design proposal. Among these were:

* A 100,000 square-foot reduction in overall massing from the previously-approved plan

* A 3-story reduction in height

* A larger separation of high-rise elements of Phases I & II to preserve the aesthetic quality of the old John Hancock Building.

* The re-orientation of Phase II to face Berkeley Street to reduce massing on Boylston Street, and rejuvenate the previously dormant block between Boylston Street and St. James Avenue

* The inclusion of multi-faceted bay windows to echo the architectural character of such structures as the Colton Building

* The use of subtle massing, cornice breaks and street-level bay windows to enhance the pedestrian experience

* The inclusion of a "punched" window pattern consisting of multiple vertical panes within each window unit, creating a more identifiable sense of human scale, and also complementing the traditional architecture of the Back Bay

* The combination of residential motifs (red brick, punched windows) and commercial forms (low-rise base with public entrances) to create a design compatible with the domestic architecture of the neighborhood, while maintaining the character of an office building with public facilities

* The sophisticated articulation of the building's top via light-colored cast stone pilasters framing large windows, and supporting a molded cornice, all of which combines with a complex series of setbacks to harmonize with the Back Bay skyline

The final result of this two-year cooperative effort is a design proposal which is sensitive to the many important public concerns regarding Back Bay development.

## DESIGN

The principal architect of Two Twenty Two Berkeley, Robert A.M. Stern, is the Principal of his award-winning firm, Robert A. M. Stern Architects. He is Director of the Temple Hoyne Buell Center for the Study of American Architecture at Columbia University, has authored several books, and hosted the recent PBS documentary series "Pride of Place: Building the American Dream." Mr. Stern's work within historical areas has been praised for its sensitivity to context and character.

Yu Sing Jung is the associate architect for Two Twenty Two Berkeley. Mr. Jung is a Principal in Jung/Brannen Associates, one of Boston's largest architectural, planning, and interior design firms. Jung/Brannen's work has shaped much of the Boston skyline with projects that include One Post Office Square, The Grain Exchange Building, The United Shoe and Machinery Building, The Atlantic Building, 160 State Street, and the soon-to-be-built One Twenty Five High Street.

The primary design goals set forth by the architects for Two Twenty Two Berkeley were to: maintain the traditional physical and functional character of Boylston Street; blend visually with the Back Bay's historic architecture; create a Berkeley Street address for the office building while maintaining an atmosphere conducive to Boylston Street shoppers; maintain the skyline status of the original John Hancock tower; and increase the sense of open space along St. James Avenue.

These issues as well as many more affecting the physical and functional context of the site were examined during 1987, incorporating the concerns of the various designated citizen groups who reviewed it, as well as those of the Boston Redevelopment Authority. What has emerged is a schematic design that is an amalgam of professional expertise, community issues and City input.

## COMMUNITY OUTREACH

Following Phase I project approval by the City in 1985, the developers of Five Hundred Boylston agreed to pursue a modified Phase II design program. Recognizing the importance of community approval as an essential ingredient to any project's ultimate success, the developers set out to redesign Phase II of the project, incorporating the suggestions of the neighborhood and the Boston Redevelopment Authority wherever possible.

This resolve led to an aggressive community outreach program which involved two main components. First, was the establishment of a Design Advisory Panel (DAP), which was to suggest revised design criteria for Two Twenty Two Berkeley, and to then review the revised plan. The DAP consisted of five local groups:

- o Neighborhood Association of the Back Bay;
- o Back Bay Architectural Commission;
- o Back Bay Association;
- o Boston Society of Architects;
- o and representatives of Trinity Church.

These representatives met nearly every two weeks with developers, focusing on such issues as building use, the Colton Building, massing, the environment, traffic, materials and architectural details .

The second facet of community outreach involved the consultation of approximately 125 other groups and individuals, among them community groups, abutters, elected officials, unions, preservationists, neighbors, and other interested parties.

As a result of this program, several significant modifications to the schematic design were undertaken, creating what the developers think is a better project. Specific neighborhood concerns that were addressed include the following:

| **Neighborhood Concern** | **Design Solution** |
|---|---|
| **Massing** | - 100,000 square foot reduction<br>- Tower setbacks on all sides<br>- Increased articulation of the building mass |

- Reduction of the upper level floor sizes
- Increased tower separation at 120', not 60'
- Additional 15 foot shift of the tower back from Boylston
- Breaks in the six story base along Boylston

**Height**

- Three story reduction to 22 floors

**Canyonization**

- Increased setback of the tower on St. James
- Increased sidewalk widths on St. James
- Short side of the tower turned to St. James

**Back Bay Character**

- Brick material
- Light colored stone cladding two story base
- Bay windows and oriel windows
- Retention of the low rise massing on Boylston
- Variety in the facade and massing on Boylston
- Improved brick/stone/glass proportions
- Additional articulation of the parapet
- Use of cornices, lintels and sills
- Vertical window configurations with multiple panes
- Increased articulation of the window mullions

**Pedestrian Experience**

- Enlivening of Berkeley St.
- Active retail on three sides
- Mid-block connection between Boylston/St. James
- Extension of thru block pedestrian connection from Clarendon to Berkeley

- New enclosed public space
- Low rise scale maintained on Boylston
- Articulated ground level along all three sides
- Increased sidewalk width on Berkeley/St. James

**Traffic**

- Garage exit moved from Berkeley to St. James
- Reduced square footage reduces traffic impact
- Extensive transportation management plan for project tenants and other Back Bay employers
- Exhaustive garage management program to reduce long term/rush hour traffic using the garage
- Support of neighborhood mitigation proposals

## PUBLIC BENEFITS

Through government and community interaction, the developers of Two Twenty Two Berkeley have arrived at a significant number of public benefits that will accrue from the project.

* Public Areas:
  - 7,000 SF "Winter Garden"
  - Covered pedestrian passageway linking Five Hundred Boylston Street/Two Twenty Two Berkeley
  - Protected mid-block connection between Boylston Street/St. James Avenue
  - Increased sidewalk width on St. James Avenue and Berkeley Street
* Benefits to Boston: Combine projects
  - $6.5 million in tax revenues
  - $5.5 million in linkage payments
  - Approximately $7.8 million for purchase of St. James garage
  - 3,000 construction-related jobs
  - 4,500 new permanent jobs
* $350,000 Copley Square Redevelopment Fund; Contribution of construction management expertise
* $10,000 public education campaign on driving habits and mass transit
* Renovation of exterior of the Museum of Natural History Building
* Streetscape improvements for the south side of Boylston Street between Berkeley and Clarendon Streets

In addition, we have undertaken significant transportation management measures to ease current Back Bay congestion, and to attempt to minimize any effects from our project. These include:

* On-site T pass sale and transit information
* Promotion program to increase ridesharing, staggered work hours
* Transportation Coordinator to monitor traffic activities
* Below-grade parking garage
* Reduced-rate vanpool/carpool parking
* Neighborhood parking off-hours
* Discount rates for snow emergencies
* Parking validation program for local retailers
* Rates to encourage short-term/off-peak use: 100 spaces reserved after 9:30 am
* Computer-matching car and vanpool programs available to building tenants and Back Bay businesses
* Designated off-street loading and delivery areas
* Bicycle racks
* Motorcycle parking
* Annual Transportation Day
* Tenant newsletters/information board
* Promote Traffic Plan in neighborhood newsletters
* Discount parking rates for neighborhood churches during Sunday services

A
Abrams, Marianne
American Vision Center
Anderson, Douglas
Andrews, Duncan
Auster, Simone

B
Back Bay Architectural Commission
Back Bay Association
Back Bay Bistro
Back Bay Federation
Back Bay Hilton
Barnes & Noble
Batterymarch Park
Baikewicz, Richard
Bailey, Richard
Bank, Robert
Bank of Boston
Bay Village Assn.
Beacon Hill Civic Association
Beal, Bob
Beal Companies
Bell, Frank
Benullo, Mike
Benson, Susan
Bergeron, Richard
Bickford, Paul
Bluestone, Larry
BOMA
Bolling, Bruce
Bonfiglio, Charlie
Bonfiglio, Nick
Boston Architectural Center
Boston Building Trades Council
Boston Business Journal
Boston Chamber of Commerce
Boston Five
Boston Globe
Boston Herald
Boston Ledger
Boston Police Department
Boston Popcorn Company
Boston Preservation Alliance
Boston Public Library
Boston Redevelopment Authority
Boston Society of Architects
Boston Tab
Boston Theater District Assoc.
Boston Transportation Dept.
Boston YWCA
Boyle, Father Edward
Brauer, Sigi
Bricklayers Union #3
Bromberg, Ann
Brown, Connie
Brown, Steve
Bulger, The Honorable William
Buonopane, Angelo
Burtman, Myron

C
Cambridge Shop
Capital Bank
Carpenters Union
Casselman, Fritz
Cataldo, Tom
Cavanaugh, Maureen
Cellin, Matchello
Cellini
Cement Mason Union #534
Christian Science Reading Room
Church's English Shoes
Citizens for a Better N. E. Life
City Design
Clarendon Wine Co.
Colony Restaurant
Command Performance
Constable, Buzz
Coolidge Bank
Copley Flair
Copley Plaza Hotel
Copy Cop
Copy Depot
Corboy, Sergeant Paul
Cotter, Kevin
Crawford, Reverend James
Cruse, Carl
Curry, Marty
Cutler, Tarrant
Curtis Ltd.

D
Davis, Jane
Davoren, Maureen
Demakis, Paul
Dewey, Rod
DiCara, Lawrence
Dimino, Commissioner Richard
Ditvellio, Maria
Doherty
Downey, Lorraine

E
Eddie Bauer
Egan, Thom
Electrical Workers Local #103
Ellis Neighborhood Assoc.
Engineers Union #4
Evart, Claudia
Evers, Thomas

F
Fanning, Rob
Farmer, James
Favaillaro, John
Fayva Shoe Store
Fidelity Properties
First American Bank
Fitzpatrick, Michael
Flietman, Harvey
Flynn, John
Fransceon, Paul
Friends of the Public Garden
Fuller, Ray

G
Galante, Paul
Gasnier, Jacques
Gaul, William
Gendron, Marie
Giangregorio, John
Gingola, Berradette
Glaziers Labor Union #1044
Gleason, Ann
Gleason, Herb
Gleason, Rick
Gleason Partnership
Goldie, Bruce
Gordon, Anthony
Gorin, Roz
Green, Jonathan
Greenberg, Claude
Greenhouse
Gregorio, John
Griffin, Jim

H
Hale, Sandra
Handicapped Affairs
Hardiman, Bob
Heck, William
Hemingway, Robert
Hickey, Jim
Hit or Miss
Hodges, Ms.
Hogan, John
Howee, John

I
IBEW
Int'l. Union of Elevator Const.
Iron Workers Labor Union #537

J
Jaffe, Paul
Johnston, Alan
Jones, Randy
Joint Apprentice Training
Joyce, Joseph

K
Kaiser, Steve
Kantrowitz, David
Kay, Jane Holtz
Kelly, Councillor James
Keogh, William
Kerr, Phil
Kingsley Gordon Jewelers
Kinnan, Anne
Krebs, Robert

L
Labor Guild of the Archidoces
Laborers Union #151
Laborers Union #1421
Lane, Cameron
Lapam, Tom
Larner, Larry
Larsen, Les
Laughlin, John
Lee, Henry
Lemke, Bodo
Lenox Hotel
Levine, Larry
Liberty Mutual
Lockwood, Gay
Logan Luggage

M
Malben's
Maloof-Kennedy, Janet
Mandarini, Louis
Marcus, Melanie
Marriott Hotel
Mass. AFL-CIO
Mass. Building Trade Council
Mass. Financial Services
Mass. Historic Commission
Mass. Transportation Dept.
Mayor's Office
McCormick, Kristen
McDonald, Red
McCreery, John
McCarthy, George
McDonough, Judy
McCourt, June
McGettigan, Frank
Menino, Councillor Thomas
Miller, Jeff
Mitchell, Bart
Monacelli Associates
Monahan, Richard
Monahan, John
Montgomery, Frost & Lloyds

Montillio's Bakery
Moriarty, G. Marshall
Morton, Bill
Myer, Christopher

N
Naughton, James
NET Properties
Nee, Peter
Neighborhood Assoc. of Back Bay
Nemrow, Richard
Newbury Street League
Niegro, Joseph
Norton, Bettina

O
Old South Church
Orfant, Joe
O'Toole, Robert
Otero, Matta

P
Padjen, Oscar
Padjen, Elizabeth
Painters District Council #35
Park, Joe
Park Plaza Hotel
Park, Susan
Parks, Judith
Pendleton, Stephanie
Perry, A. W.
Philbin, Kathleen
Pialiat, Allain
Pierre, John
Pioneer Financial
Pip Press
Pipefitters Local #537
Plumbers & Gasfitters #12
Plumbers Local #12
Plybuszaackas, Nancy
Poinelli, Phil
Polanec, Ralph
Pollack, Toni
Portugal, Joe
Poulson's Office Supply
Prindle, Paul
Prindle, Susan
Prudential Realty Group
Purcell, Leo

Q
Quilty, Joseph
Quilty, Hugh

R
Radin, Charles
Radio Shack
Raiff, Neil
Rasso, Charles
Recknor, Bob
Reeves, Laura
Rice, Reverend Spencer Morgan
Richardson, Betty
Ritterbusch, Carol
Ritz-Carlton
Rivard, Neil
Roosevelt, Representative Mark
Roots
Rostenbaum, Karen
Rowan, Geoffry
Rushing, Representative Byron
Ryan, Walter

S
Sabatier, Charles
St. Botolph's Citizens' Comm.
Salvucci, Fred
Santa Maria, Leo
Scandanavian Design
Scondras, Councillor David
Shaw, John
Shean, Russell
Sheehan, John
Sheehan, Nancy
Sheet Metal Workers #17
Shoss, Diana
Sidor, Carolyn
Silins, Andy
Simmons, John
Simon, Mr. Harold
Simon's Men's Clothing
Smith, Nelson Scott
Smith, Sherri
Smith, Libby
Spring, Bernard
Stanton, Donald
State Street Bank
Stetson, Carolyn
Straco, Rico
Sturgis, Bob
Sullivan, Ed
Sullivan, Neil

T
Tannery
Tello's
Terrell, John
Thompson, Ed
Top Notch
Trafford, Stella

Trager, Max
Tremain, Alan
Trinity Church
Totino, Mike

U
U. S. Trust

W
Waldeck, Paul
Wall Street Journal
Walsh, Joseph
Welthy, Lew
West, Bernard
Westin Hotel
Westland, Clayton
Whitman, Bets
Winston, David
Wissel, David
Workingman's Coop Bank
Wolowicz, John

Y
Ye, Maryann
Yerzyk, Randy
Younger, James
Yudis, Tony

A

Abrams, Marianne
Back Bay Assn.
2/4/87 presentation
2/18/87 Board of Directors
3/11/87 Annual Meeting
6/15/87 Letter
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation
DAP Meetings: 4/6/88, 3/16/88,
3/2/88, 1/12/88, 11/9/87,
10/20/87, 10/6/87, 9/16/87,
8/26/87, 8/12/87, 7/29/87,
7/15/87, 6/24/87, 6/3/87,
4/29/87, 4/15/87, 4/2/87,

Anderson, Douglas
Liberty Mutual Insurance
2/17/87 letter
2/11/87 presentation
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Andrews, Duncan
Fidelity Properties
9/18/87 status letter
10/18/87 status letter

Auster, Simone
Greater Boston Chamber of Commerce
2/4/87 presentation
9/18/87 status letter
10/18/87 status letter

B

Baikewicz, Richard
First American Bank
4/1/87 invitation letter
9/18/87 status letter
10/18/87 status letter

Bailey, Richard
Mass. Finacial Services
9/18/87 status letter
10/18/87 status letter

Bank, Robert
Iron Workers Labor Union
3/31/87 letter
4/2/87 letter
4/21/87 luncheon
9/18/87 status letter
10/28/87 status letter
10/16/87 letter
10/18/87 letter
11/10/87 lunch

Beal, Bob
Beal Companies
2/9/87 letter
3/4/87 presentation
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Bell, Frank
Back Bay Bistro
4/1/87 inviataion letter
9/18/87 status letter
10/18/87 status letter

Benullo, Mike
Pipefitters Union
1/28/87 letter
9/18/87 status letter
10/18/87 status letter
11/10/87 luncheon

Benson, Susan
Roots
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Bergeron, Richard
Liberty Mutual
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Bickford, Paul
Roofers Labor Union
9/18/87 status letter
10/18/87 status letter
10/28/87 letter
10/16/87 letter

Bluestone, Larry
Monacelli Associates
2/25/87 presentation
9/18/87 status letter
10/18/87 status letter

Bolling, Ccuncillor Bruce
9/18/87 status letter
10/18/87 status letter

Bonfiglio, Charlie
Laborers Labor Union #151
3/31/87 letter
4/2/87 invitation
9/18/87 status letter
10/18/87 status letter

Bonfiglio, Nick
Laborers Labor Union #151
3/31/87 letter
4/2/87 invitation

Boyle, Father Edward
Labor Guild of the Archidiocese
3/31/87 letter
4/2/87 invitation
9/18/87 status letter
10/18/87 status letter

Brauer, Sigi
Ritz-Carlton
3/24/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter
10/23/87 meeting

Bromberg, Ann
Neighborhood Assn. of the Back Bay
2/18/87 presentation
5/29/87 letter
9/18/87 status letter
10/18/88 status letter
3/16/88 McDermott letter
DAP Meetings: 10/6/87, 9/16/87,
6/24/87,6/3/87, 5/13/87, 4/29/87,
4/15/87, 4/2/87

Brown, Connie
Boston Theater District
3/15/88 meeting

Brown, Steve
Poulson's
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Bulger, The Honorable William
Senate
6/1/87 meeting at State House
6/15/87 Owens letter
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Buonopane, Angelo
Cement Mason Labor Union #534
3/31/87 letter
4/2/87 letter
4/21/87 luncheon
9/18/87 status letter
10/16/87 letter
10/18/87 status letter
10/28/87 letter
3/16/88 McDermott letter

Burtman, Myron
Pip Press
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

C
Campbell, Robert
Boston Globe
2/18/87 presentation

Casselman, Fritz
3/3/87 presentation
9/18/87 status letter
10/18/87 status letter

Cataldo, Tom
State Street Bank
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Cavanaugh, Maureen
Mass. Historic Comm.
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation

Cellin, Matchello
Cellini
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Constable, Buzz
A. W. Perry
9/18/87 status letter
10/18/87 status letter
10/23/87 meeting

Corboy, Sergeant Paul
Boston Police
3/26/87 A. Jelin letter
9/18/87 status letter
10/18/87 status letter

Cotter, Kevin
Plumbers & Gasfitters Labor Union
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/16/87 letter
10/18/87 status letter
10/28/87 letter

Crawford, Reverend James
Old South Church
3/26/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott Letter

Cruse, Carl
Liberty Mutual
2/11/87 presentation
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Curry, Marty
Plasterers Union
9/18/87 status
10/16/87 letter
10/18/87 status letter
10/28/87 letter

Cutler, Tarrant
Mass. Financial
1/22/88 presentation

D
Davis, Jane
Tello's
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Davoren, Maureen
First Mutual Bank
9/18/87 status letter
10/18/87 status letter

Demakis, Paul
NABB
3/3/87 presentation
6/29/87 traffic meeting
7/9/87 " "
8/11/87 " "
9/19/87 meeting at CREA
11/9/87 develop. cluster
11/19/87 gen'l. membership

Dewey, Rod
Eddie Bauer
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

DiCara, Lawrence
Boston Theater District
9/18/88 status letter
10/18/87 status letter
4/5/88 Board Meeting

Dimino, Commissioner Richard
Traffic Department
9/18/87 status letter
10/18/87 status letter
11/13/88 meeting

Ditvellio, Maria
U. S. Trust
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Doherty, John
Boston Public Library
2/17/87 KSM letter
2/11/87 presentation
9/18/87 status letter
10/18/87 status letter

Downey, Lorraine
Environment Department
9/18/87 status letter
10/18/87 status letter

E

Egan, Thom
Ritz-Carlton
3/26/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter

Evers, Thomas
Mass. Building Trades Council
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Evart, Claudia
NABB
10/22/87 meeting

F
Fanning, Rob
Sheet Metal Workers Labor Union
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Farmer, James
Glaziers Labor Union
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/16/87 letter
10/18/87 status letter
10/28/87 letter

Favallaro, John
Bank of Boston
9/18/87 status letter
10/18/87 status letter

Fitzpatrick, Michael
Montgomery Frost & Lloyds
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Flietman, Harvey
Plumbers Local #12
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Flynn, John
Batterymarch Park
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Fransceon, Paula
Benetton
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Fuller, Ray
Radio Shack
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

G
Galante, Paul
Brighams
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Gasnier, Jacques
Lenox Hotel
9/18/87 status letter
10/18/87 status letter

Gaul, William
Park Plaza Hotel
3/26/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter

Gendron, Marie
Boston Business Journal
2/17/88 presentation

Giangregorio, John
Ellis Neighborhood Assn.
3/26/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Gingola, Bernadette
Capital Bank
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Gleason, Ann
Back Bay Architectural Comm.
2/18/87 Presentation
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation
DAP Meetings: 4/6/88, 3/16/88,
3/2/88, 2/18/88, 11/9/87,
10/20/87, 10/6/87, 9/16/87,
8/26/87, 8/12/87, 7/29/87,
6/10/87,5/13/87, 4/29/87,
4/15/87, 4/2/87

Gleason, Rick
The Gleason Partnership
1/22/88 presentation

Gleason, Herb
2/25/88 presentation
5/13/87 DAP
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation

Goldie, Bruce
Workingman's Cooperative
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Gordon, Anthony
Back Bay Architectural Comm.
DAP Meetings: 3/16/88, 3/12/88,
11/9/87, 10/20/87, 10/6/87,
9/16/87, 8/26/87, 8/12/87,
6/24/87, 6/10/87, 6/3/87,

Gorin, Roz
H. N. Gorin Associates
3/27/87 MHH Letter
9/18/87 status letter
10/18/87 status letter
3/4/88 presentation
3/16/88 McDermott letter

Greenberg, Claude
Boston Society of Architects
5/13/87 DAP
9/18/87 status letter
10/18/87 status letter

Greene, Jonathon
NABB
1/22/88 presentation
2/18/88 DAP

Gregorio, John
Bay Village Assn.
10/22/87 meeting

Griffin, Jim
Engineers Labor Union
4/2/87 letter
9/18/87 status letter
10/16/87 letter
10/18/87 status letter
10/28/87 letter

H
Hale, Sandra
Scandanavian Design
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Hardiman, Bob
Sheet Metal Workers
11/10/87 Lunch

Heck, William
Copley Plaza Hotel
3/26/87 A. Jelin Letter
4/9/87 presentation
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation

Hemingway, Robert
Church's English Shoes
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Hickey, Jim
Copy Cop
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Hodges, Ms.
Fotomat
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Hogan, John
Painters District Council #35
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter
11/10/87 lunch

Howee, John
Painters District Council
2/21/87 lunch
9/18/87 status letter
10/18/87 status letter

J

Jaffe, Paul
American Vision Center
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Johnston, Alan
Malben's
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Jones, Randy
City Design
10/23/87 meeting

Joyce, Joseph
Greater Boston Labor Union
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott Letter

K

Kaiser, Steve
NABB Traffic Consultant
9/16/87 DAP

Kantrowitz, David
The Colony Restaurant
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Kay, Jane Holtz
Boston Business Journal
2/18/87 presentation
7/15/87 DAP
9/18/87 status letter
10/18/87 status letter

Kelly, Councillor James
2/18/87 presentation
11/3/87 Owens Letter
9/18/87 status letter
10/18/87 status letter

Keogh, William
Pipefitters Local
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Kerr, Phil
Pipefitters Union
10/16/87 letter
10/28/87 letter

Kinnan, Anne
Boston Tab
2/17/87 presentation

Krebs, Robert
Boston City Council
4/29/87 presentation
9/18/87 status letter
10/18/87 status letter

L

Lane, Cameron
Beacon Hill Civic Assn.
9/18/87 status letter
10/18/87 status letter
3/8/88 presentation

Lapam, Tom
Copley Flair
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Larner, Larry
Laborer's Labor Union
3/31/87 letter
4/2/87 letter
10/16/87 letter
10/28/87 letter
9/18/87 status letter
10/18/87 status letter

Larsen, Les
Coulton Building Petitioners
4/29/87 presentation

Laughlin, John
Mass. AFL-CIO
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Lee, Henry
Friends of the Public Garden
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Lemke, Bodo
3/26/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter

Levine, Larry
Claredon Wine
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter
3/16/88 McDermott letter

Lockwood, Gay
Greater Boston Chamber of Commerce
10/22/87 meeting
3/16/88 McDermott letter

M
Mandarini, Louis
Laborers Labor Union
10/28/87 letter
10/16/87 letter

Marcus, Melanie
Copley Plaza Hotel
2/11/87 presentation
2/17/87 KSM letter
9/18/87 status letter
10/18/87 status letter
10/23/87 meeting

McCormick, Kristen
Mayor's Office of Jobs
9/18/87 status letter
10/18/87 status letter

McDonald, Red
Carpenters Labor Union
9/18/87 status letter
10/18/87 status letter
10/28/87 letter
10/16/87 letter

McCreery, John
Painting and Decorating Contractors
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

McCarthy, George
10/16/87 letter
10/28/87 letter

McDonough, Judy
Boston Landmarks Commission
2/26/87 presentation
9/18/87 status letter
10/18/87 status letter

McCourt, June
Bay Village Neighborhood Assn.
3/16/88 McDermott Letter

McGettigan, Frank
Int'l. Union of Elevator Constrct.
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Menino, Councillor Thomas
4/6/87 presentation
11/3/87 TDO letter

Miller, Jeff
Marriott Hotel
9/18/87 status letter
10/18/87 status letter

Mitchell, Bart
Mayor's Office
3/31/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter

Monahan, Richard
IBEW
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Monahan, John
Copy Depot
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Moriarty, G. Marshall
9/18/87 status letter
10/18/87 status letter

Morton, Bill
Back Bay Hilton
3/26/87 A. Jelin Letter
9/18/87 status letter
10/18/87 status letter

Myer, Christopher
Pioneer Financial
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

N

Naughton, James
Joint Apprentice Training Comm.
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Nee, Peter
Bank of Bostn
1/22/88 presentation

Nemrow, Richard
2/25/87 presentation
DAP Meetings: 3/16/88,
2/18/88, 1/12/88, 10/6/87,
9/16/87, 8/26/87, 7/15/87,
6/24/87, 5/13/87, 4/15/87,

Nigro, Joseph
Boston Building Trades
3/31/87 letter
4/2/87 letter
4/21/87 luncheon
9/18/87 status letter
10/18/87 status letter
11/19/87 luncheon
3/16/88 McDermott letter

Norton, Bettina
2/25/87 presentation
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation

O
Orfant, Joe
Mass. Historic
2/26/87 presentation
1/22/88 presentaion

O'Toole, Robert
Pipefitter Local Union #537
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Otero, Matta
Boston Five
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

P
Padjen, Oscar
2/25/87 presentation
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation
DAP Meetings: 3/2/88, 4/29/87,
4/2/87

Padjen, Elizabeth
Boston Society of Architects
2/25/87 presentation
4/1/87
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation

Park, Joe
Ellis Neighborhood Assn.
9/18/87 status letter
10/18/87 status letter

Park, Susan
Boston Preservation Alliance
3/4/87 presentation
5/12/87 presentation
9/18/87 status letter
10/18/87 status letter
10/22/88 presentation

Parks, Judith
YWCA
5/12/87 MHH Presentation
9/18/87 status letter
10/18/87 status letter
10/23/87 meeting

Pendleton, Stephanie
St. Botolph Citizen's Comm.
9/18/87 status letter
10/18/87 status letter

Philbin, Kathleen
2/18/87 presentation
9/18/87 status letter
10/18/87 status letter
11/8/87 presentation
1/22/88 presentation
DAP Meetings: 10/20/87, 7/29/87,
7/15/87, 6/10/87

Piallat, Allain
Boston Marriott
3/26/87 A. Jelin letter
4/9/87 presentation
9/18/87 status letter
10/18/87 status letter

Pierre, John
The Tannery
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Plybuszaackas, Nancy
Lenox Hotel
3/26/87 A. Jelin Letter
4/9/87 presentation
9/18/87 status letter
10/18/87 status letter

Poinelli, Phil
Boston Society of Architects
9/18/87 status letter
10/18/87 status letter
1/22/88 presentaion
DAP Meetings: 7/29/87, 7/15/87,
6/3/87, 5/13/87, 4/29/87

Polanec, Ralph
Lenox Hotel
3/26/87 A. Jelin letter
4/9/87 presentation
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation

Pollack, Toni
Boston Preservation Alliance
3/4/87 presentation
9/18/87 status letter
10/18/87 status letter
10/22/87 meeting

Portugal, Joe
Fayva's Shoes
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Prindle, Susan
2/18/87 presentation
9/18/87 status letter
10/18/87 status letter
1/22/88 presentation
DAP Meetings: 4/6/88, 3/16/88,
2/18/88,1/12/88, 11/9/87,
10/20/87, 10/6/87, 9/16/87,
8/26/87, 8/12/87, 6/24/87,
6/3/87

Prindle, Paul
CBNEL
1/22/88 presentation

Purcell, Leo
Electrical Workers Local
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Q
Quilty, Joseph
Ironworkers Union
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Quilty, Hugh
Claus Gelotte
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

R

Radin, Charles
Boston Globe
1/26/87 KSM letter
2/17/87 presentation

Raiff, Neil
Boston Popcorn Co.
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Rasso, Charles
Bricklayers Union
3/31/87 letter
4/2/87 letter
4/21/87 lunch
10/16/87 letter
9/18/87 status letter
10/18/87 status letter
10/28/87 letter

Recknor, Bob
NET Properties
9/18/87 status letter
10/18/87 status letter

Reeves, Laura
B. Dalton
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Rice, Reverend Spencer Morgan
Trinity Church
3/19/87 Letter

Richardson, Betty
Shawmut Bank
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Ritterbusch, Carol
Christian Science Reading Room
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Rivard, Neil
Command Performance
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Roosevelt, Representative Mark
2/18/87 presentation
12/8/87 TDO letter
9/18/87 status letter
10/18/87 status letter

Rostenbaum, Karen
The Cambridge Shop
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Rowan, Geoffry
The Boston Herald
2/17/87 presentation

Rushing, Representative Byron
4/1/87 A. Jelin
11/2/87 letter
12/8/87 letter
3/11/88 presentation

Ryan, Walter
Engineers Labor Union #4
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

S

Sabatier, Charles
Commission on Handicap Affairs
Fall 1987 Meeting

Salvucci, Fred
9/18/87 status letter
10/18/87 status letter

Santa Maria, Leo
Asbestos Workers Union
10/16/87 letter
10/28/87 letter
9/18/87 status letter
10/18/87 status letter

Scondras, Councillor David
2/24/87 presentation
3/16/88 McDermott Letter

Shaw, John
Boston Ledger
2/17/87 presentation

Shean, Russell
Electrical Workers Labor Union
3/31/87 letter
4/2/87 letter
4/21/87 lunch
10/16/87 letter
10/28/87 letter

Sheehan, John
Carpenters Union
11/10/87 lunch
9/18/87 status letter
10/18/87 status letter

Sheehan, Nancy
Hit or Miss
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Shoss, Diana
Newbury St. League
2/4/87 presentation
10/32/87 meeting
9/18/87 status letter
10/18/87 status letter

Sidor, Carolyn
ECMA
3/30/87 TDO Letter
9/18/87 status letter
10/18/87 status letter

Silins, Andy
Carpenters Union
3/31/87 letter
4/2/87 letter
9/18/87 status letter
10/18/87 status letter

Simmons, John
Painters District Council
3/31/87 letter
4/2/87 letter
10/16/87 letter
10/28/87 letters

Simon, Mr. Harold
Simon's Men's Clothing
2/18/87 presentation
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Smith, Nelson Scott
1/22/88 presentation
DAP Meetings: 4/6/88, 3/16/88,
2/18/88,11/9/87, 8/12/87,
7/29/87, 7/15/87, 6/24/87,
6/10/87, 6/3/87, 5/13/87,
4/29/87, 4/15/87,

Smith, Sherri
Curtis II
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Smith, Libby
St. Botolph Citizen's Committee
6/22/87 presentation
9/18/87 status letter
10/18/87 status letter
10/22/87 meeting

Spring, Bernard
Boston Architectural Center
9/18/87 status letter
10/18/87 status letter

Stanton, Donald
2/25/87 presentation
3/29/87 letter
6/5/87 letter
6/16/87 letter
DAP Meetings: 2/18/88,
11/9/87, 9/16/87, 8/26/87,
8/12/87, 7/15/87, 6/24/87,
6/10/87, 6/3/87, 5/13/87,
4/29/87, 4/15/87

Stetson, Carolyn
First Mutual Bank
4/1/87 invitation
4/13/87 presentation
9/18/87 status letter
10/18/87 status letter

Straco, Rico
Montillios
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Sturgis, Bob
Boston Society of Architects
2/25/87 presentation
9/18/87 status letter
10/18/87 status letter

Sullivan, Ed
Elevator Constructors
9/18/87 status letter
10/16/87 letter
10/18/87 status letter
10/28/87 letter

Sullivan, Neil
Carpenters Labor Union
9/18/87 status letter
10/16/87 letter
10/18/87 status letter
10/28/87 letter

T

Terrell, John
Prudential Realty Group
9/18/87 status letter
10/18/87 status letter

Thompson, Ed
Carpenter's Union
9/18/87 status letter
10/16/87 letter
10/18/87 status letter
10/28/87 letter
11/10/87 lunch

Trafford, Stella
2/25/87 presentation
9/18/87 status letter
10/18/87 status letter
10/23/87 meeting
DAP Meetings: 3/2/88, 8/26/87,
8/12/87, 4/29/87,

Trager, Max
St. Botolph Citizen's Committee
9/18/87 status letter
10/18/87 status letter

Tremain, Alan
Copley Plaza Hotel
3/26/87 A. Jelin letter
9/18/87 status letter
10/18/87 status letter

Totino, Mike
Marble & Tile Finishers
10/16/87 letter
10/28/87 letter

W

Waldeck, Paul
Copy Copy
9/18/87 status letter
10/18/87 status letter

Walsh, Joseph
Plumbers & Gasfitters Labor Union
4/21/87 lunch
10/16/87 letter
10/28/87 letter

Welthy, Lew
Kingsley Gordon Jewelers
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

West, Bernard
Coolidge Bank
3/30/87 Letter
9/18/87 status letter
10/18/87 status letter

Westland, Clayton
St. Botolph's Citizen Committee
9/18/87 status letter
10/18/87 status letter

Whitman, Bets
Back Bay Federation
2/11/87 presentation
2/13/87 KSM letter
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Winston, David
The Greenhouse
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Wissel, David
Wall St. Journal
2/17/87 presentation

Wolowicz, John
Bailey's
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Y

Ye, Maryann
First Mutual Bank
4/1/87 invitation
9/18/87 status letter
10/18/87 status letter

Yerzyk, Randy
Boston Society of Architects
5/13/87 DAP
9/18/87 status letter
10/18/87 status letter
10/23/87 meeting
1/22/88 presentation

Younger, James
Mayor's Office of Jobs
3/16/88 McDermott Letter

Yudis, Tony
Boston Globe
2/5/87

MEETING MINUTES
2 APRIL 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Homer Russell | Boston Redevelopment Authority |
| Mitchell Fischman | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Ann Bromberg | Neighborhood Association/Back Bay |
| Oscar Padjen | Boston Society of Architects |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Yu Sing Jung | Jung/Brannen Associates |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

o Review of Section 303 of the Sales and Construction Agreement (SCA) between the Project and the City of Boston. Key points:

- Document calls for DAP to review existing Johnson/Burgee scheme and to make suggestions for design criteria to be used in any redesign.

- Design criteria should address issues of: Feasibility of retaining the Colton building; envelope restrictions; vehicular access/egress; exterior building materials; and alternate uses.

- The 481,133 square feet of second phase development permitted by the SCA is based on an 8.0 FAR for the eastern half of the site, as it was before the project was moved 15' further away from Trinity Church.

o Membership issues:

- The BSA will require a formal invitation from the BRA before it can officially send a representative to join the DAP. Oscar Padjen was in attendance as an observer.

- Marshall Moriarty (not in attendance) will join the DAP as a representative for Trinity Church after he is officially approved by the Vestry at its April 13 meeting.

o The Colton Building:

- Not currently subject to any special legal considerations; a petition to have the building designated as a landmark was turned down by the BLC board in May 1985.

- The current setback of the Colton building is 40 feet back from Boylston while the Johnson/Burgee design is 25 feet back.

o PDA:

- The project site is part of an approved PDA and is not affected by recent IPOD issues/rulings.

- Zoning of site as PDA was approved in the summer of 1985.

- Changes made to the Johnson/Burgee Phase II scheme would be subject to a PDA amendment approval.

o Process:

- Items for review listed in SCA need not be covered in any particular order.

- Discussion of SCA criteria meant to help DAP understand how the program given to Stern was developed.

- Uses will be discussed first, followed by massing and the Colton building, and then by environmental issues; Stern will not attend any meetings until after these items are reviewed.

o Stern Proposal:

- Designed to meet the 481,133 square foot limitation set in the SCA.

- BBAC expressed an interest in seeing the other Phase II proposals submitted by the competition architects; because of confidentiality requests by those architects, the Project team will have to discuss the proposals in a general sense only, without presenting the competition drawings.

o DAP Process:

- Concerned about time commitments vs. results, BBAC asked what authority DAP possesses.

- BRA outlined the DAP process; the findings of DAP will be presented to the BRA; final recommendations will be made to the BCDC; BRA will use the DAP and BCDC recommendations in evaluating any Phase II design amendments to the PDA--amendments which are necessary to proceed with any non-Johnson/Burgee design.

- BCDC membership invitations have been sent out by the Mayor; although no definite schedule has ben set, the BCDC should be reviewing projects by early May.

- Although no system is yet established to select which projects to review and when, Five Hundred Boylston is likely to be high on any list for review.

- The Project team is eager for DAP to have an active dialogue with Stern in developing a scheme for Phase II.

- BSA suggested that the Phase II architect should be permitted to flex his design muscle and that the Project should not be designed by committee.

o BRA:

- General guidelines for the Project have been discussed among the BRA staff members and shared with the Project developers; DAP is charged with a review of the resulting design criteria posed by the Project team; no guideline is rigid and alternatives are possible.

- Homer Russell and his assistant, Jim Kastaras, will help provide input to DAP.

o Meeting Format/Schedule:

- CBNEL has expressed interest to the BRA in attending DAP meetings; CREA will notify Richard Nemrow of next meeting time.

- It was agreed that it would be difficult to say no to groups who wanted to attend meetings; the suggestion was made that non-members could attend, but not participate.

- Minutes will be provided by the Project team so that DAP members can review issues with their constituents.

- Each member group should decide on its own need for official alternates.

- It was agreed that the running of DAP meetings should seek to avoid a system of formal voting and should instead work toward concensus.

- Meetings will be held every other Wednesday from 6-8 PM at the Gerald D. Hines Interests offices at 535 Boylston Street, 12th floor:
    - April 15
    - April 29
    - May 13
    - May 27

o Review of Alternate Uses:

- A booklet summarizing alternate uses was prepared by the Project team for review and discussion by DAP.

- DAP members will review alternate uses for further discussion at the next meeting.

- Corrections/questions about material provided in the uses booklet:
    - Taller residential towers, because more slender, may indeed decrease shadow when compared to lower, broader buildings.
    - Residential users typically number 2 per 1,000 sq. ft.; office workers typically number 5 per 1,000 sq. ft.
    - Need for investigation of inherent "best use" for the site from an urban planning viewpoint; notion of the "urban village".
    - Need for investigation of night time activity generated by the Project.

o The New England:

- Current space commitment to Phase II move-in not defined.

- BBAC requested that The New England study the inclusion of retail along Newbury Street at 501 Boylston; further discussion is warranted.

o Discussion Materials:

- Jung/Brannen is preparing drawings and models needed for subsequent meetings; an existing site plan will be included.

MEETING MINUTES
15 APRIL 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Homer Russell | Boston Redevelopment Authority |
| Mitchell Fischman | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Ann Bromberg | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| Richard Nemrow | Citizens for a Better New England Life |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Yu Sing Jung | Jung/Brannen Associates |
| Axel Kaufman | Jung/Brannen Associates |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

o BCDC:
- The membership of the BCDC has been publicly announced; organizational meetings will take place during May, with the first business meeting likely to occur during June.

o Alternate Uses:
- Assumptions used in developing the cash flow summaries were discussed; retail rental rates and condominium per square foot sales rates were described as average/blended rates.

- From a financing point of view, the 8.0 FAR office/retail scheme is the most acceptable; for a real estate development deal, its 10% cash on cash return was termed as "minimal" by Copley Real Estate Advisors.

- NABB noted that it is interested in promoting the residential use of Back Bay.

- Issues related to the success of luxury residential projects were discussed:
  tower vs. lowrise living;
  renters vs. owners;
  critical residential density-- downtown vs. Back Bay;
  location and views;
  quality of finish out;
  use of decks;
  depth of the market and risk profile for the developer.

- It was decided to revisit the residential use issue after other areas of investigation have been addressed.

- Although hotel use seems on the whole to be infeasible, it was suggested that a hotel with a creative, unique position in the market place might become a successful operation.

o The New England:
- Current square footage occupied:
  480,000 s.f. at 501 Boylston,
  150,000 s.f. at 399 Boylston,
  220,000 s.f. at Five Hundred Boylston, and
  212,000 s.f. in Burlington.

- Although growth rates for The New England had been projected in higher ranges during past years, the current projections show growth at 2-3½% per year.

o Colton Building:
- A petition to reconsider Landmark designation for the Colton Building was turned down by the BLC on Tuesday, April 14.

- A review of the massing and circulation implications of retaining the Colton Building was presented by Yu Sing Jung:
    1) Assuming a total mass of 480,000 s.f. (50,000 s.f. for the Colton Building and 430,000 s.f. for the Project), retention of the Colton Building forces the bulk of the Project either back to St. James or out toward Boylston;

    2) An atrium to provide light to interior spaces on large floors is not always feasible depending on the location of the tower element;

    3) Separation between the Phase I tower and any Phase II vertical element is constrained by the location of the Colton Building;

    4) Although expensive, parking requirements can be obtained by creating a 4th level of parking on the "non-Colton Building" portion of the site;

    5) Floor levels between Phase I and the Colton Building do not align making connection/expansion between the two buildings difficult.

- BBAC suggested that should it be decided to remove the Colton Building, consideration should be given to recreating those characteristics which make the Colton Building desirable; desirable characteristics suggested were cornice line, delicacy of detail, glassiness, materials, vertical window expression, city scale, and repetition of elements.

o Stern:
- Robert Stern will attend the next DAP meeting on April 29 to present his design proposal and to respond to design considerations presented by DAP members. Issues already suggested for discussion include: a careful investigation of the bay window treatment proposed along Boylston and Berkeley Streets and how its details and proportions relate to details currently found in the Colton Building's windows; vertical (Boston) vs. horizontal (New York) window expression; breaking up of the Boylston Street facade at the lower levels of the project.

MS178

MEETING MINUTES
29 APRIL 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Mitchell Fischman | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| William Whitney | Boston Redevelopment Authority |
| James Kostaries | Boston Redevelopment Authority |
| Nancy Ellen Hayes | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Ann Bromberg | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Oscar Padjen | Boston Society of Architects |
| Phil Poinelli | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| Stella Trafford | Citizens for a Better New England Life |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Robert A.M. Stern | Robert A. M. Stern Architects |
| Tony Cohn | Robert A. M. Stern Architects |
| Yu Sing Jung | Jung/Brannen Associates |
| Axel Kaufman | Jung/Brannen Associates |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

- Review of Minutes:
  - Harrity noted that square footages listed for The New England's occupancy in Back Bay were approximate; figures for 399 Boylston included areas occupied by affiliates.
  - No other exceptions taken

- Recap of Colton Building analysis presented by Jung/Brannen

- Stern Presentation
  - Because DAP members were already familiar with Stern's concept of the project, much of the presentation focussed on areas of concern at the base of the building.
  - Stern will review comments and suggestions put forward by various DAP members. Topics for consideration include:
    1. Treatment of bay windows
       - Should the bays be brought down to the ground level? If so, how to handle related "attractive nuisance" problems?
       - How does the vocabulary of a bay window in a residential row house differ from that of one in a commercial building?
       - Should alternate bay rhythms be considered? Additional bays? Pairs versus four in a row?
       - The fenestration of the existing Colton Building has a fine, glassy quality. How do today's building standards accommodate such a character? Double glazing, energy codes, mullion width, etc.
    2. Street Level
       - The texture of the Colton building is felt at the ground level. What will be felt at ground level in the Stern scheme?
       - What are the design features which give the building "scale" and how are they brought down to the ground level?
       - Is the variation found in plan at street level sufficient to provide texture from the pedestrian's viewpoint?
       - How can the variety of expression found on Levels 3-6 be carried down to the ground level?
       - How can the building entries be used to introduce variety into the street level?
       - How will the occupancy of tenants affect the appearance of ground level windows?
    3. Connection to Johnson/Burgee Building
       - How should the piano nobile of the Johnson building marry to the Stern design?
    4. Glass
       - Low "E" glass is being considered for use in the project; close to clear in appearance, this glass will help to create an "open" feeling for the building and at the same time work to meet energy code standards.

5. Horizontal/Vertical window expression
   - Stern has utilized horizontal window openings with vertical window components.
   - Office functions dictate the use of large glass areas since interior views are critical to successful marketing; with such a requirement, pure vertical window expression is difficult.
   - Visual and construction consideration have to be balanced in the design of masonry lintels and jamb details.
6. Commercial Design
   - Back Bay Association notes that the design of an office project should reflect its commercial use; design clues from residential architecture should be taken carefully.
   - Stern is trying to avoid the use of "fads" and to give the project a timeless appeal.
   - Stern is looking to "rediscover" some of the methods used in the design fabrication of older buildings.
7. Massing
   - For the Back Bay Association, the increased use of Berkeley Street is an important by-product of the Stern massing proposal;
   - The Boston Society of Architects commented that the urban design decisions to remove the Colton Building and to rotate the office tower to run parallel to Berkeley are appropriate.
8. Atrium
   - A program is being developed to "activate" the atrium -- to make it a place which people will want to use.
   - CBNEL suggested that an indoor sculpture garden would be an appropriate use for the atrium.

o Other Items
- The BSA suggested that although it is important to strive for an enriched project, the DAP should not inhibit the architect's creativity; Stern should not attempt to pacify all interests.
- Stern noted that much of his detail development to date has centered on the top of the building where the operation of a modern office building is dictating some of the design decision; the base of the building has not been approached as thoroughly yet since there will be more flexibility of expression there.
- Stern noted that development of the lower level detailing has been focussed on the bay windows; with some of the window issues behind him, he will be able to develop other ground level design features.
- Stern is continuing to study details and looks to DAP for input
- The BSA suggested that the greatest impact of the project for Bostonians will be at the lower levels.
- The BSA will meet at the Hines office on Wednesday May 6 to review the Stern scheme with their membership.
- Scale figures in the elevations were requested.

o Next Meeting
- Since the massing of Stern's design was generally agreed to be correct, Stern will now continue to develop designs for the lower floors of the project. At the next meeting, he will endeavor to respond to the various concerns presented on April 29.
- Materials will also be discussed at the next meeting
- Environmental issues will be discussed on May 27
- Next meeting: May 13 at 6:00 at 535 Boylston Street

TD0567A

MEETING MINUTES
13 MAY 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Homer Russell | Boston Redevelopment Authority |
| Mitchell Fischman | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| William Whitney | Boston Redevelopment Authority |
| James Kostaries | Boston Redevelopment Authority |
| | |
| Ann Gleason | Back Bay Architectural Commission |
| Ann Bromberg | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Phil Poinelli | Boston Society of Architects |
| Randy Yerzyk | Boston Society of Architects |
| Claude Greenberg | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| | |
| Richard Nemrow | Citizens for a Better New England Life |
| Herb Gleason | Citizens for a Better New England Life |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Robert A.M. Stern | Robert A.M. Stern Architects |
| Tony Cohn | Robert A.M. Stern Architects |
| Axel Kaufman | Jung/Brannen Associates |
| Mark Sears | Gerald D. Hines Interests |

o Stern presentation:

- Stern noted that his office has tried to respond to many of the concerns about the ground level design expressed at the last DAP meeting;

- Although the issue of alternate uses has not been settled, Stern stated that many of the design issues being discussed remain relevant and do not preclude consideration of other uses.

o Typical window configuration:

- Stern's window design includes:

  1) Pronounced stone lintels and sills (granite, limestone, precast, etc..);

  2) An 8" return of brick (two courses deep) from the building's exterior to the window mullion;

  3) A height approximately one foot "less high" than the windows found in Phase I thus creating a higher ratio of solid to glass in Phase II;

  4) Vertical mullions break the glass area into an A-B-A rhythm helping to accentuate a vertical feel to the glass area;

  5) Horizontal mullions are raised above the window centerline in order to create more visual balance/variety as well as to provide a less obstructed view out for office occupants; in response to concerns expressed by CBNEL, precedents for an off center horizontal mullion in Back Bay architecture were discussed;

  6) Mullions will be a light colored metal with articulations; in response to concerns expressed by CBNEL, precedents for detailed metal designs on window mullions in Back Bay were discussed.

o Urban design issues:

- Stern noted that at the April 30 meeting when DAP members were asked, no objections had been raised to the general orientation, massing or setback strategy of his design;

- BBAC expressed interest in reopening discussions of massing, focussing on setbacks, particularly on Boylston;

- It was noted that discussion of urban design could not be finalized until the topics of wind, shadow, and use were completed.

o Atrium:

- Uses for the atrium will be further reviewed during the next few weeks in meetings with Project for Public Spaces.

o Entry:

- Stern stated that the arcade entry on Boylston Street needs to be strong to announce its public character and to differentiate itself from other architectural elements along the Boylston Street facade;

- Accordingly, a raised stone area above an entrance archway has been proposed adding variety to the height of the building's "stone base"; the revolving door has been drawn out onto the sidewalk like a pavillion, adding human scale;

- BBAC expressed concern over the "paste-on" quality of the Boylston Street arcade entry;

- In response to concerns expressed by CBNEL, precedents for Georgian and Federal architecture and detailing in Boston were discussed.

o Ground level:

- Further variety along Boylston Street has been proposed with the use of bay windows which extend from the ground plane up to the base of the third floor; the bay windows previously shown as projected from level 3 to 6 were shown as recessed;

- BBAC expressed concern about the level 3-6 recessed bay window; Stern noted that a 6 story bay window from ground to level 6 might be too "swoopy";

- Some DAP members noted that the ground level design shown was much improved over the diagram put forward on April 30.

o Berkeley Street:

- CBNEL expressed concern about the "institutional" character of Berkeley Street;

- Stern stated that a grander entrance along Berkeley Street was befitting of a 500,000 square foot office building and that the ground floor expression used on Boylston Street may not be so appropriate for Berkeley Street.

o Brick:

- Stern's preference for brick type was shown; Stern noted that the conference room lighting made it difficult to examine the coloration.

o BCDC:

- The BRA noted that the BCDC will be looking for guidance from DAP on general strategy, not just details

o Next meeting:

- Date changed: June 3, not May 27 at 6:00 PM at 535 Boylston Street; next meeting after that will be back on schedule, June 10.

- Topics for discussion on June 3: alternate uses, environmental impacts (wind, shadow, traffic), and massing.

- DAP members only (BBA, BBAC, NABB, BSA, and Trinity) will meet informally on May 27.

MS188

MEETING MINUTES
3 JUNE 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Mitchell Fischman | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| William Whitney | Boston Redevelopment Authority |
| James Kostaries | Boston Redevelopment Authority |
| | |
| Tony Gordon | Back Bay Architectural Commission |
| Ann Bromberg | Neighborhood Association of Back Bay |
| Susan Prindle | Neighborhood Association of Back Bay |
| Marianne Abrams | Back Bay Association |
| Scott Smith | Boston Society of Architects |
| Phil Poinelli | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| | |
| Michael Harrity | Copley Real Estate Advisors |
| Ray Niedowski | Vanasse, Hangen, Brustlin |
| Axel Kaufman | Jung/Brannen Associates |
| John Willand | Jung/Brannen Associates |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

Susan Prindle presented a summary of the history of project related traffic considerations and other broad traffic items. Key points included:

In 1983, traffic generated by the project was identified as a major concern of NABB;

In PDA hearings the BRA made a commitment to working toward "some relief" for traffic problems;

A traffic management workplan was produced in July 1986; the workplan outlined a variety of solutions to some of the traffic problems of the Back Bay;

As part of its development budget, Five Hundred Boylston has earmarked $75,000 to be used toward implementation of the July 1986 workplan;

The workplan is currently on hold pending integration of the plan into a larger (yet to be designed) plan for traffic amelioration; this larger plan will involve input from Beacon Hill and Bay Village, two neighborhoods at odds with Back Bay's traffic solutions.

Harrity noted that as a concession to crowding and traffic in the Back Bay, Phase II had already agreed to a 100,000 square foot project area reduction.

NABB's traffic goals were distributed (see attached sheet); broader principles underlying the solutions proposed by NABB for traffic reduction include (1) limiting access points into and out of Back Bay neighborhoods and (2) discouraging through traffic with street reversals.

NABB's suggestions for reduction of Project based traffic include: T-pass subsidies by The New England and other employers, encouraging the use of flex-time, access to the garage for neighborhood residents during off hours, Project funding of a parking and traffic management office in the Project, increased numbers of parking spaces made available for high occupancy vehicles and preferential parking rates for carpools.

Harrity noted that The New England is already actively involved with promoting the use of Caravan among it employees; also, T-passes are sent directly to TNE employees with payments deducted from monthly paychecks.

Prindle expressed particular concern about encouraging the use of carpooling in the Project garage; increasing the number of available vanpooling spaces and reducing the rate structure for HOV's were suggested as important solutions.

Harrity noted that the project has already dedicated 20 parking spaces for high occupancy vans; the Project team will reevaluate the rate structure being developed in order to encourage carpooling.

BBA has been actively involved with encouraging the reduction of traffic in the Back Bay.

In association with the BBA, the Five Hundred Boylston project team helped to organize other Back Bay employers to promote the opening of the new ~~Orange Line T~~ station in Back Bay; also, public transportation maps are being produced for distribution to residents and employees of Back Bay.

Prindle encouraged the use of T-pass subsidies.

Harrity noted that studies conducted by Caravan have shown that subsidies to T-pass holders do not encourage new ridership but only serve to defray the costs of those who would use the T anyway. Harrity also stated that The New England's employee benefit package is not given toward providing cash benefits to specialized groups (i.e. T-pass users).

BBA pointed out that real improvement in T-ridership will not occur until the T itself is improved; fumes at the Back Bay ~~station~~ were mentioned as a strong deterent to use of the T.

Prindle stated that garage operation and mass transit issues need to be carefully reconsidered before the opening of the project.

BRA noted that in the December 1985 development agreement between the BRA and the Project, certain specific NABB "demands" were deleted to give the BRA greater flexibility in enforcing the spirit of the traffic provisions (i.e. dollar amounts to be dedicated to traffic management, T-pass subsidies). These issues might be re-addressed now.

BBAC stated emphatically that the solution to the traffic problem is not clear and that the issue of Back Bay's ability to absorb additional development is the topic that needs to be addressed.

BBA stated that the City should get more involved in solving the traffic problem.

Trinity Church asked that the traffic problem (as it relates to the Project) be viewed in a more dynamic context, including consideration of other projects set for the area.

The BSA suggested that The New England's "clout" be used to solve not only the problems associated with this project, but also to encourage long term planning solutions.

BRA stated that it is Dimino's intention to move ahead with the Back Bay workplan; current thinking of the City is to repackage the Back Bay plan as part of a larger "area wide" study, not as a separate neighborhood plan.

Prindle stated that if the "area wide" plan modified portions of the Back Bay plan, NABB would be forced to re-evaluate its support of the remaining components of the July 1986 workplan.

Trinity Church is interested in encouraging the construction of an

eastbound entrance to the Mass Pike at Clarendon Street; NABB also supports such a move as a long term solution to the Back Bay traffic problem.

Ray Niedowski of Vanasse Hangen Brustlin presented various traffic studies comparing the relative effects of two garage exiting schemes for Phase II: (1) with a Berkeley Street exit and (2) without a Berkeley Street exit, where all traffic exits onto St. James.

Eliminating the Berkeley Street exit from Phase II:

> Meaningful changes occur at only two intersections: traffic decreases at Boylston/Berkeley and increases at St. James/Clarendon--both intersections are adjacent to the site.
>
> More dispersion of project related traffic occurs as opposed to a concentration of traffic along Berkeley Street.
>
> By looking at the actual traffic counts along the various streets, it was noted that the incremental increase in traffic on any single street was not perceivable.
>
> The problems at Berkeley/Beacon are similar under both exiting schemes.

NABB and Trinity Church noted that traffic along Marlborough Street has been increasing over the years. NABB suggested that traffic be encouraged to use ~~Commonwealth~~ Boylston where it perceives that there is more capacity.

BBAC stated that instead of moving traffic around, ways must be found to get traffic out of the neighborhood; BBAC feels that traffic has already reached a critical mass in Back Bay.

NABB feels that Back Bay has the "lion's share" of traffic problems and that Beacon Hill deserves to have more, its "fair share".

Various use scenarios were investigated by Vanasse Hangen Brustlin. The results showed that residential use did not significantly alter the impact of the traffic generated by the building. BBAC and NABB questioned some of the assumptions and conclusions used in the analysis.

Traffic system management was suggested by Vanasse Hangen Brustlin as one of the most effective ways to ~~reduce~~ improve traffic: improving the signaling system, traffic enforcement, increased towing.

The next meeting will be held on June 10, 1987 at 535 Boyslton Street at 6:00 p.m. Topics for discussion will include wind and shadow impacts of the Stern massing proposal.

Traffic will be discussed again on June 24 at 6:00 p.m.

6/3/87

# NABB TRAFFIC GOALS

## RESIDENTIAL TRAFFIC REDUCTION

### Berkeley Street

Close eastbound exit ramp

Reverse between Boylston and Beacon

### Clarendon Street

Close entrance at Storrow

Close Dartmouth St. entrance at Storrow; reverse Clarendon and Dartmouth

Reverse Clarendon between Beacon and Commonwealth

Close both Clarendon and Dartmouth entrances

### Other street reversals

## NEL ACCESS PLAN

Revised traffic plan

T pass subsidy

Flextime

Access to garage for non-tenants during off hours

Funding for parking/traffic management

HOV spaces

Preferential rates for carpools

MEETING MINUTES
10 JUNE 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Mitchell Fischman | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| William Whitney | Boston Redevelopment Authority |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Kathleen Philbin | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| Yu-Sing Jung | Jung/Brannen Associates |
| Axel Kaufman | Jung/Brannen Associates |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

Traffic:

- The project sponsors are looking to combine forces with the neighborhood groups in order to created a united front advocating solutions to the traffic problem in Back Bay.

- BRA suggested that Vanesse Hangen Brustlin look for traffic management techniques which might help to direct onto Boylston Street traffic which might otherwise be inclined to use Marlborough Street under the no-Berkeley Street exit scenario.

- BRA stated that there is no precise mechanism for implementation of traffic proposals. Dimino is, however, looking to implement options which have been agreed to by the various community groups.

- Consideration should be given to having someone from the Traffic Department at the next DAP meeting.

- Comparisons were made of the relative "neighborhood quality" of various Back Bay streets; some of the DAP members felt that no one would want to send more traffic down Marlborough to save Berkeley from additional traffic.

- BRA stated that 1993 would be an optimistic date to expect an opening of the (as yet unapproved) eastbound entrance to the Mass Pike from Back Bay.

Shadow:

- GDHI presented the shadow studies prepared by Skidmore Owings and Merrill. The combination of reducing the tower height and twisting it to front Berkeley tends to reduce the length of wintertime (morning) shadows near the Clarendon Street playground.

- Trinity Church noted that use of the playground at 9 AM on winter mornings was limited.

- In general, the Stern proposal, when compared to the Johnson twin tower proposal, tends to reduce shadow in the winter months and place more shadow on the roadway portion of Boylston Street during the summer.

- The BSA pointed out that the shadows studies shown did not take into account the influence of shadows cast by existing buildings. In particular, shadows from the John Hancock tower will engulf the shadow cast by the Stern massing during afternoon hours. Also, compared with the Stern proposal, other buildings adjacent to the Clarendon Street playground will cast shadows near the playground for much longer periods of time during the day.

- NAAB expressed some concern about shadows in the winter months which prevent the natural melting of snow from the streets.

Wind:

- Jung/Brannen presented a summary of the results of wind tunnel tests conducted at MIT. The tests conducted compare wind velocities near the project under various massing proposals: (1) with the Stern design, (2) with the original Johnson twin tower design, and (3) with the original, pre-project condition. A printed summary of some of the results was distributed.

- There are various methods used to quantify wind impact. One is Effective Wind Gust, a method used by the BRA in the past. The current measurement system in use by the BRA is Equivalent Average Velocity. Levels of wind which are defined as acceptable vary between the two measurement systems.

- Using trees to mitigate wind impact has been studied by MIT. The study shows that street planting of trees does in some cases help to reduce wind effects on the pedestrian.

- The wind studies show that the Philip Johnson twin tower design is the better massing configuration for minimizing wind impact. The Stern massing proposal turns the tower toward the prevailing winds, thus interrupting the wind and forcing some of it to blow down to the street; winds along St. James and Berkeley are higher than under the Johnson scheme.

- As a result of these wind studies various mitigation measures are being studied to help reduce the impact of wind on the pedestrian level: (1) a "shelf" has been designed in the massing at the sixth floor which breaks the path of the wind dropping down the face of the tower, (2) the entrances to the project are being set back to provide "shelter" from wind, and (3) trees are being planted along the sidewalks.

- Jung/Brannen showed a listing of 89 locations at new developments in the city of Boston which show "unacceptable" wind conditions.

- NABB noted that the measurement criteria are largely based on worst case conditions in any 100 hour period rather than the average condition.

- BSA noted that the BRA benchmark condition is within the "uncomfortable for walking" category.

Summary:

Now that each of the DAP agenda items has been reviewed once, the project team is looking to the DAP members for impressions and initial feedback. Brian Fallon emphasized that this request was not intended to cut off discussion of unresolved items, but rather to record a snapshot of "where we are".

BBAC is particularly interested in readdressing the lower level design issues previously presented by Stern. There is concern that Stern has taken some design suggestions too literally and that in the process he has maybe lost some of the "Colton" qualities achieved in some of the earlier schemes. Ann Gleason will send GDHI some of her photos of London so that Stern can review them before the next design oriented meeting.

BBAC is concerned about the massing as it relates to Boylston Street and would like to further discuss this issue with Stern.

BSA noted that it will be difficult to coalesce the group until the traffic issue is somewhat resolved.

Meeting schedule:

June 24 - Traffic
July 15 - Stern (This was originally scheduled for July 8, but Stern can not attend on that date.)
July 22 - Topic to be announced.
August 5 - Topic to be announced.

MS213

MEETING MINUTES
24 JUNE 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Mitchell Fischman | Boston Redevelopment Authority |
| Tony Gordon | Back Bay Architectural Commission |
| Scott Smith | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| Marianne Abrams | Back Bay Association |
| Ann Bromberg | Neighborhood Association of the Back Bay |
| Sue Prindle | Neighborhood Association of the Back Bay |
| Richard Nemrow | Citizens for a Better New England Life |
| Michael Harrity | Copley Real Estate Advisors |
| Ray Neidowski | Vanasse, Hangen, Brustlin |
| Axel Kaufman | Jung/Brannen Associates |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |
| Letitia Tedori | Gerald D. Hines Interests |

MEETING MINUTES
DAP
24 JUNE 1987

234 BERKELEY (BONWIT TELLER BUILDING)

Harrity spoke about the project team's refurbishment of the Bonwit Teller building. The current plans show a faithful restoration of the building exterior, including the reintroduction of a rooftop balustrade which existed along the cornice line as part of the original exterior. Although Bonwit Teller's tenure in the building has brought change to the original fabric of the interior, key original elements of the interior will also be restored; modifications of the interior will center around improvement of circulation, replacement of archaic mechanical systems, and matching of code requirements.

Boston Affiliates has been retained by the project team to prepare a report on the Bonwit Teller building; the purpose of the report is to help the project team better understand the history of the building and to provide factual information about the fabric of the building so that an accurate restoration can be performed. Under pressure from various groups, the Boston Landmark's Commission has requested that information uncovered by the project team should not be given to the Commission; they will be replicating the work as part of their own study.

PHASE I GARAGE OPERATIONS PLAN

Harrity outlined the current status of the garage operations plan: Prior to opening of the Phase I garage in November of this year, a final Phase I garage operating plan has to be filed. This plan will conform to the Phase I & II permit which was approved by the Air Pollution Control Commission in December 1985. Many of the traffic mitigation measures presented in NABB's proposed Access Plan for TNE have already been included in the operating plan for the Phase I garage. The project team's commitment to those various traffic mitigation measures was summarized in a memo which was distributed at the meeting; the memo is also attached to these minutes.

The plan currently approved by the APCC permits 1,000 cars to be parked in the garage, whereas the PDA currently permits 1,270 cars to be parked. A resolution to this conflict will be linked to the Phase II review process.

MEETING MINUTES

NABB requested that the minutes of the June 3 and June 10 meetings be reviewed and corrected. The following corrections to the official record of those minutes were requested by various DAP members:

June 3 Minutes
- Page 2, paragraph 4: BBA noted that fumes on the commuter rail platform (not on the T platform) are making it difficult to encourage increased use of the rail system.

June 3 minutes continued)

- Page 2, paragraph 12: NABB stated that it was keenly interested in having the July 1986 workplan implemented immediately and in the same form as it was originally designed. Any attempts to delay implementation of the plan via integration of its components into a larger, as yet undesigned, areawide plan would be unacceptable to NABB. NABB wants immediate relief. NABB also wants to be assured that the $75,000 previously committed by the project will in fact be used for the implementation of the Workplan.
- Page 3, paragraph 4: NABB requested that this paragraph be modified to include mention of further discussion which underscored the desirability of routing traffic onto Boylston Street rather than onto residential streets such as Marlborough and Commonwealth.
- Page 3, paragraph 6: NABB requested that references to Beacon Hill in this paragraph be stricken from the minutes.
- Page 3, paragraph 7: With regard to the alternate use traffic study, NABB questioned not only the assumptions made by Vanasse Hangen Brustlin (VHB), but also the conclusions. Attached to these minutes is a summary of the traffic vs. use study performed by VHB.
- Page 3, paragraph 8: VHB suggested that traffic system management is one of the best ways to improve traffic, not reduce traffic.

June 10 Minutes

- Cover letter: In the June 15 cover letter to the minutes, reference was made to improving traffic in Back Bay. NABB stated emphatically that it was not interested in improving traffic in the residential portions of Back Bay (this implies reduced travel time and increased speed), but rather in reducing traffic in residential Back Bay.
- Page 1, paragraph 6: BRA stated that there is no date (optimistic or otherwise) which is being projected for the opening of an as yet undesigned and unapproved eastbound Back Bay entrance to the Mass Pike.

June 10 Agenda

- NABB expressed extreme concern that traffic was discussed as part of the June 10 meeting when in fact that meeting agenda was to be for discussion of wind and shadow studies. Those that attended the June 10 meeting pointed out that the traffic discussion was brief and that it was quite natural for various DAP members to mention traffic issues as part of any meeting, particularly in a meeting just one week after the June 3 traffic meeting.

TRAFFIC

Harrity noted that traffic solutions need to be viewed in two categories: "micro" solutions which are under the control of the project and "macro" solutions which will require a joint, directed effort between the project and the community.

Bruce Campbell Associates is preparing a "scope of work" for a new "areawide" traffic study which will be commissioned by the city. The current work (4-6 weeks) being done by Bruce Campbell is to identify focus points for that areawide study; the study itself should take 4-6 months. At the request of Dimino, the project has contributed $10,000 toward the scoping work being performed by Bruce Campbell. CBNEL suggested that the project team become actively involved in helping to direct the outcome of this scoping process.

BRA stated that Dimino does not want to give up the July 1986 workplan, but does want to understand the implications of this workplan as they relate to areas beyond Back Bay residential neighborhoods. It was also noted that Coyle wants the project's $75,000 workplan contribution to be released by the BRA Board.

Fallon noted that DAP's responsiblity is to compare the original Johnson design for Phase II with the Stern design, including a comparison of the traffic impacts of the two designs; DAP needs to look at ways the project team can control the traffic impact of the project and to develop design recommmendations and operations policies for Phase II itself.

On a different level but as part of a long term approach, the project team is committed to working with the neighborhoods both as an advocate for immediate traffic relief in the form of the July 1986 Workplan and also as a part of the neighborhood team which would meet with Dimino, Salvucci, and others to press for long term traffic relief for Back Bay.

NABB asked Harrity to explain why TNE subsidized parking at the National Garage but did not subsidize T-passes. NABB suggested that TNE look for ways to provide "great encouragement" to its employees to take the T; in particular, pricing in the National Garage could be used as a disincentive to drive and park, while T-pass subsidies might encourage ridership of the T--a carrot and stick approach.

Harrity explained that studies have shown that subsidies of T-passes do not increase T-ridership, but instead merely serve to subsidize the expenses of those who would use the T anyway. Harrity also explained that spaces in the National Garage have been made available to employees who must use their cars (people who live great distances from commuter stops, people who work late at night and are unsafe riding the T, etc...) and as a perk for senior management.

BBA noted that it is difficult for employers to package T-subsidies as an employee benefit because the mass transportation system has so many problems: the benefit is one that no one appreciates.

Harrity suggested that busing people into Back Bay from a remote parking location might be a way to reduce the volume of automobile commuter traffic.

CBNEL stated that there is an urgent need to understand what short term measures are being taken to mitigate the impact of the garage opening in November. BBA noted that of the previous traffic mitigation plans, very little has been done, and that in any case, the few new traffic signs which the city has installed have had very limited effect.

Fallon stated that the project team does not want to let the continuing study of areawide traffic solutions to bog down the development of Phase II; the project team will, however, push for immediate traffic relief through the implementation of the July 1986 workplan.

BBA stated that Back Bay's commercial residents are interested in improving both traffic and parking.

BRA pointed out that with the elimination of the Berkeley Street garage exit, Phase II does alter the traffic flow which had been approved as part of the original PDA. As a result, during the PDA amendment process, Phase II may be subject to more stringent operational requirements.

TRAFFIC: NEIGHBORHOOD TRAFFIC MITIGATION STRATEGIES

Vanesse Hangen Brustlin presented a series of measures which could be introduced to help redirect (onto Boylston) traffic which might otherwise flow through the neighborhood should the project's Berkeley Street garage exit be closed (as shown on the current Stern proposal): (1) signage, (2) reverse Marlborough between Clarendon and Dartmouth, (3) no left turn during evening rush hour at the intersection of Commonwealth and Berkeley, and (4) striping on Boylston.

VHB noted that the analysis presented at this meeting is best viewed as a study in "orders of magnitude" rather than as exact descriptions.

BRA asked for feedback about how Back Bay residents feel about street reversals. BBAC replied that residents understand that such actions are needed to protect the neighborhood.

The BSA pointed out that the entire neighborhood was being inconvenienced for the sake of preventing 26 new cars from moving down Marlborough Street at rush hour.

VHB noted that these mitigation measures would effect not only the 26 Marlborough Street cars generated by the project, but would also effect any other car driving in Back Bay; when "areawide" measures are implemented such as street reversals, no left turns, etc..., it is necessary to look at the total impact of the measure--it is not possible to devise a street reversal plan which only effects traffic generated by the project.

BBAC concurred with Fallon who stated that one of the goals of traffic mitigation should be to move cars onto Back Bay arteries such as Boylston.

BSA noted that if you move 200 cars off Marlborough they still have to go somewhere; they end up on Boylston and Berkeley.

NABB questioned the assumption that Storrow Drive westbound traffic would use the Charlesgate entrance to Storrow. VHB explained that cars exiting the project on St. James could not turn northward until Dartmouth Street; rather than backtrack eastbound on a crowded Boylston Street, most drivers would choose to continue westward, in the direction they were ultimately headed, and then enter Storrow Drive at Charlesgate.

BBAC stated that if traffic is to be reduced, driving in Back Bay has to become a less comfortable experience; by making it more difficult to get around, people will eventually avoid driving in the neighborhood.

Harrity noted that the Stern design calls for the elimination of the Berkeley Street exit from the Phase II garage; the associated architectural benefits have been discussed, as have the improvements to Berkeley as a pedestrian street. The project team is looking for DAP to begin formulating a position on this design decision.

BBAC stated that as long as northbound traffic needs to use the Berkeley Street entrance to Storrow Drive, there will always be traffic on Berkeley.

Harrity said that the project team would like to go with DAP to Dimino in order to present long term solutions to the traffic problem in Back Bay.

BBA mentioned that it may be time to reevaluate the move to reverse Marlborough Street between Arlington and Berkeley now that the soliciting problem has been cleared up.

NABB would like to encourage car pooling through price incentives in the rate structure of the garage. As a result, commuters' "need" for HOV's should be increased.

Harrity noted that HOV spaces will be provided in the garage, but that merely having them available will not promote usage.

BBAC suggested that traffic officers are needed to improve traffic flow during rush hours and that some of the pledged $75,000 should be spent immediately to provide police or brown shirts at key intersections.

BBA met with Dimino this afternoon and reported that although no commitment was made to allocate some of the new brown shirts to Back Bay, the traffic department is open to suggestions about where the brown shirts are most needed.

CBNEL expressed concern that Back Bay businesses are not keeping the alleys open and that deliveries are creating congestion; improved scheduling of deliveries was suggested as an important way to help clear the streets.

TRAFFIC: AREA-WIDE TRAFFIC MITIGATION MEASURES

VHB distributed a summary of previous measures which have been investigated as part of earlier traffic studies; a copy of this summary is attached to these minutes.

Alternative configurations for traffic flow on Arlington Street were discussed: (1) two lanes in each direction with a parking/loading lane along the west side of Arlington, (2) two lanes in each direction with a peak hour curb lane on the west side of Arlington, and (3) two lanes in each direction with a central reversible lane.

The creation of a two way Arlington Street would permit the closing of the Berkeley Street entry/exit for Storrow Drive.

The intersection of Arlington and Boylston is narrow. In order to comfortably accommodate five lanes of traffic at the intersection,

the MBTA entrance on the northwest corner would have to be moved three to four feet; it may be very difficult to procure approvals for such a move.

BBA noted that the Ritz Hotel would most likely have objections to the creation of a driving lane instead of a loading lane at the curb of the hotel.

VHB stated that in order for the five lane traffic scheme to work, the curbside lane would have to be kept open at peak hours. VHB also noted that there are precedents for the elimination of parking along certain arteries.

VHB stated that pedestrian impact has not been included in some of the computations; pedestrians will slow the traffic movement.

BBA noted that enforcement of no parking regulations are key to improving the flow of traffic.

The configuration of the Embankment exit from Storrow was discussed. Because of the one lane merging configuration onto Storrow Drive, increasing the number of lanes on the approach/exit is not that beneficial.

BBA expressed concern that with the disruption of traffic patterns resulting from the construction of the Central Artery, the city will be hesitant to eliminate traffic flow in Back Bay as well.

A two-way Boylston was also discussed. VHB stated that the numbers show that the Arlington/Boylston intersection is not very workable under the two way Boylston scheme. BRA suggested that two way Boylston be studied on other blocks as part of the area-wide study; BRA has given VHB's name to Bruce Campbell to discuss scoping issues.

VHB stated that his discussions with the city transportation office have indicated that, as of now, neither the two way Arlington nor the two way Boylston schemes has been embraced by city policy makers.

VHB presented pros and cons of opening an eastbound entrance to the Mass Pike in Back Bay.

Pros included: providing easy access to the Central Artery, the SE Expressway and the airport from Back Bay; reduction of traffic along Berkeley heading northbound to Storrow Drive and but not until the artery construction is complete and the third tunnel is constructed.

Cons included: physical layout and engineering feasibility are difficult due to the configuration of the existing rail tracks; as the entrance is moved further east to avoid one of the three tracks, traffic flow/weaving manuevers will be difficult with the crossing of entry and exit traffic; increase in traffic flow on Back Bay's southbound and eastbound streets; increase in traffic through Back Bay in order to gain access to the Mass Pike.

BBA pointed out that the Hynes Auditorium will generate a great deal of traffic headed toward the airport and that the eastbound entrance would permit those cars to get to the tunnel without filtering northward through Back Bay.

NABB suggested that the scoping study look at reversals on Clarendon Street as part of its long range planning.

NABB stated that the closing of the Clarendon Street exit from Storrow Drive will do the most to prevent through traffic in Back Bay.

NEXT MEETING

The next meeting will be held on July 15 at 6:00pm at 535 Boylston Street.

Agenda for the next meeting is to discuss design issues with Robert Stern.

Please note: Minutes will be reviewed/approved at the July 15 meeting, therefore there may be some mention of traffic issues.

MEETING MINUTES
15 JULY 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Mitchell Fischman | Boston Redevelopment Authority |
| William Whitney | Boston Redevelopment Authority |
| Homer Russell | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Scott Smith | Boston Society of Architects |
| Phil Poinelli | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| Marianne Abrams | Back Bay Association |
| Kathleen Philbin | Neighborhood Association of the Back Bay |
| Richard Nemrow | Citizens for a Better New England Life |
| Jane Holtz Kay | Unaffiliated |
| Michael Harrity | Copley Real Estate Advisors |
| Robert A.M. Stern | Robert A.M. Stern Architects |
| Anthony Cohn | Robert A.M. Stern Architects |
| Ellen Coxe | Robert A.M. Stern Architects |
| Yu Sing Jung | Jung/Brannen Associates |
| Axel Kaufman | Jung/Brannen Associates |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |
| Letitia Tedori | Gerald D. Hines Interests |

MEETING MINUTES
DAP
15 JULY 1987

Harrity presented a series of drawings describing the project team's planned refurbishment of 234 Berkeley Street. Exterior work is scheduled to begin this fall; a February 1989 move-in date is anticipated for Louis.

Stern reviewed design modifications which his office has been working on since the last DAP design meeting. Some of the items discussed include:

-Stern is continuing to study the neighborhood architecture and bay window treatments. Stern's design now shows single-story ground floor bay windows with three-story oriel windows attached to the wall surface above (from level 3 to level 5). This treatment will be used on Boylston, Berkeley and St. James.

-Details are being developed for the windows on the second level with the design objective being to make them highly transparent and dressable.

-Various materials are still being considered for the white colored stone; due to pollution, weathering and color concerns, marble will not be used.

-The entries have been treated as special elements on the facade, occasionally breaking the rhythm of the bay windows.

-The wintergarden program is being developed; current thinking shows the space as a quiet place, possibly with programmed activities and a cafe--more active than the Public Library courtyard, but not as active as the center of Copley Place.

BSA raised the question of the visiblity and marketability of the second floor retail; with the inclusion of a "grand bay" at the ground floor, will anyone notice what is on the second floor? Stern responded that the ground floor bay window is important in order to keep the streetscape active and that the design of the second floor windows is still in progress.

Materials for the glazing of the first floor glass were discussed. Stern is looking to use bronze or lead-coated copper, but budget constraints will likely preclude the use of these materials; for visual reasons anodized aluminum will not be used.

The window mullion proportions were discussed. It was noted that the windows at Newton Corner are much different than the windows which Stern is designing for Five Hundred Boylston.

NAAB voiced concern about the garage entrance and other aspects of the St. James ground level treatment. Stern noted that there are numerous building service functions which will occur in the southwest corner of the project; he will, however, look at alternate treatments for this area.

CBNEL is concerned about the facade connection between Phase I and Phase II. Stern and Johnson are both pleased with the solution which they developed at the connection; the break between the buildings was designed to help reduce the "unbroken, uniform street-line" which was featured in the twin tower scheme.

NAAB expressed concern about the massive, dark quality of a red brick tower. Stern noted that several design features will reduce the massive appearance of the structure: (1) because of the large window size, the area of glass to brick is high; (2) white stone used at the windows will give the wall more detail and scale; and (3) mortar between the bricks creates reduces the monolithic quality of the wall. Photographs of other large brick buildings were reviewed. Stern has chosen not to use quoining because the corners of the building do not have enough brick area to include quoining as well as brick.

The color of the brick was discussed. BSA noted that from Cambridge, Back Bay appears to have a low red brick base with a lighter colored high spine. Stern is concerned about the use of a dull, buff colored brick for the project; instead, Stern hopes that additional detailing of the building's upper floors can be geared toward increasing a "lighter" appearance for the project.

BRA noted that BCDC is in the midst of resolving various ethics questions but will most likely start meeting in September, and will hopefully be ready to review the Stern proposal sometime in October. At that time, DAP will be able to speak before the BCDC, putting forward DAP's consensus recommendations.

DAP is also acting as an advisor to the BRA through the bi-weekly DAP meetings and through any consensus opinions put forward by the panel.

Harrity noted that the project team is interested in continuing to work with DAP on an ongoing basis as the project design is finalized. The team does, however, need some direction now so that it can move forward.

Fallon asked that DAP keep in mind its charge to compare the Stern proposal with the original design by Johnson.

Between July 16 and July 28 DAP members will meet with their constituencies to review the content and progress of the last three months of DAP meetings. On July 29, DAP members will meet without the project team in order to put together some consensus opinions on the directions which the project team has taken; areas which are in need of further resolution will be noted. On July 29, DAP will also look at ways to structure its continuing role in the finalization of the Phase II design.

Hines offered to make its conference room and the presentation material available to DAP members who may want to use the facilities for meetings with their constituencies.

NEXT SCHEDULED MEETING (DAP MEMBERS ONLY): JULY 29, 6:00 pm at 535 Boylston Street.

DAP July 29, 1987

ATTENDEES

Ann Gleason - Back Bay Architectural Commission
Marianne Abrams - Back Bay Association
Scott Smith - Boston Society of Architects
Phil Poinelli - Boston Society of Architects
Bill Whitney - Boston Redevelopment Authority
Homer Russell - Boston Redevelopment Authority
Cindy Schlessinger - Boston Redevelopment Authority
Donald Stanton - Trinity Church
Kathleen Philbin - Neighborhood Association of Back Bay

BACKGROUND

At the last Design Advisory Panel meeting July 15, 1987, Michael Harrity and Tom Owens suggested that the members of the DAP "take stock" and determine those issues that can be brought to closure and those that are still outstanding. The following points were discussed.

Issues Discussed

1. Use - In general, it was agreed that a mixed use development including office and retail space is most appropriate for the site. Kathleen Philbin, however, was strongly in favor of developing residential space on the site. She feels the residential space would reduce some of the traffic problems and would encourage a residential feel along Boylston Street. In addition, she thought residents are more likely to be interested in the same issues as other residents of Back Bay.

2. Traffic - It was generally agreed by everyone that transportation is ~~a~~ the major concern and needs to be addressed. The New England and Gerald D. Hines need to develop appropriate mitigation measures.

3. Preservation - It was generally agreed that the Colton Building need not be saved, but the architect should be charged with designing something better in its place.

4. Public Benefits - There was consensus concerning the through block passages. The North/South passage is suitable, but the East/West requires additional study. Day care, retail space @ 501 on Newbury Street, streetscape improvements on the northern side of Boylston Street between Berkeley and Clarendon and on another pilot block are all appropriate public benefits.

S/N2

5. Design - The following issues were discussed:

1. Massing

- Orientation towards Berkely Street is excellent.
- Height and upper level setbacks are acceptable.
- Setback from Boylston Street not enough; whole shaft of tower should be pushed further back towards St. James Street. Symmetry along Berkely is eliminated but exists on no other facade and therefore should be able to be resolved.
- Stronger articulation of vertical treatment to North~~east~~ west Corner.

2. Fenestration

- Windows should not read as horizontal openings.

3. Treatment at Base

- Consideration should be given to raising the cornice line of the eastern component to reflect irregular cornices along Boylston Street.
- The bay windows are a plus with respect to pedestrian scale but should be better integreted into overall facade as opposed to appearing applied; bays could either be paired or tied into base with horizontal banding.

4. Materials

- Materials are generally satisfactory.
- More light colored cast stone at top and base needed, and more detail on middle required for scale and richness.

5. Interior Public Space

- Treatment is acceptable except for horizontal connection at rear between the eastern and western components, parallel to St. James, which seems to be an after thought.

MEETING MINUTES
12 AUGUST 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Homer Russell | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Scott Smith | Boston Society of Architects |
| Donald Stanton | Trinity Church |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Marianne Abrams | Back Bay Association |
| Susan Prindle | Neighborhood Association of Back Bay |
| Stella Trafford | Citizens for a Better New England Life |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

DAP MEETING MINUTES
12 AUGUST 1987

A written summary of issues discussed at the July 29 "DAP members only" meeting was distributed by the BRA; clarifications and modifications were put forward by various DAP members. A revised version of the summary is attached to these meeting notes.

Much of the meeting involved presenting to the project team recommendations which were put forward by DAP members at the July 29 caucus.

On July 29, traffic was identified as the major concern of the DAP members. The project team reiterated its commitment to work with DAP to reduce traffic using a two pronged approach: (1) by instituting an agressive parking management/access plan for the project, and (2) by going together with DAP to the city and to others in order to push for progress on transportation issues.

Numerous design issues were discussed at the July 29 meeting. Robert Stern will be invited to the next DAP meeting in order to respond to concerns which were identified in the BRA's written summary.

The ongoing role of DAP was discussed briefly. It was felt that DAP would continue to meet in order to participate in the resolution of issues which were summarized in the July 29 meeting.

Next meetings:

Meetings will <u>start at 5:30</u> and will be held at 535 Boylston Street

August 26 - Architectural issues
September 16 - Traffic issues

DAP July 29, 1987 (Revised August 12, 1987)

ATTENDEES

Ann Gleason - Back Bay Architectural Commission
Marianne Abrams - Back Bay Association
Scott Smith - Boston Society of Architects
Phil Poinelli - Boston Society of Architects
Bill Whitney - Boston Redevelopment Authority
Homer Russell - Boston Redevelopment Authority
Cindy Schlessinger - Boston Redevelopment Authority
Donald Stanton - Trinity Church
Kathleen Philbin - Neighborhood Association of Back Bay

BACKGROUND

At the last Design Advisory Panel meeting July 15, 1987, Michael Harrity and Tom Owens suggested that the members of the DAP "take stock" and determine those issues that can be brought to closure and those that are still outstanding. The following points were discussed.

Issues Discussed

1. Traffic - It was generally agreed by everyone that transportation is the major concern and needs to be addressed. The New England and Gerald D. Hines need to develop appropriate mitigation measures in terms of parking management and short and long term traffic mitigation measures.

2. Use - In general, it was agreed that a mixed use development including office and retail space is most appropriate for the site. Kathleen Philbin representing NABB, however, was strongly in favor of developing residential space on the site. NABB feels the residential space will reduce some of the traffic problems and will encourage a residential feel along Boylston Street. In addition, NABB thought residents are more likely to be interested . the same issues as other residents of Back Bay.

3. Preservation - It was generally agreed that the Colton Building need not be saved, but the architect should be charged with designing something better in its place. Given a certain mass and overriding design considerations, the Colton Building could be sacrificed.

4. Public Benefits - There was consensus concerning the through block passages. The North/South passage is suitable, but the East/West requires additional study. Day care, retail space on the Newbury Street side of 501 Boylston Street, streetscape improvements on the northern side of Boylston Street between Berkeley and Clarendon Streets consistent with the Boylston Street streetscape as approved by the Boylston Street CRC, and streetscape improvements on another pilot block are all appropriate public benefits.

5. Design - The following issues were discussed:

1. Massing

- Orientation towards Berkeley Street is excellent.
- Given 481,000 gross square feet, and the FAR, the height and upper level setbacks are acceptable.
- Setback from Boylston Street not enough; whole shaft of tower should be pushed further back towards St. James Street. The BRA however, feels shifting the tower will jeopadize the strong symmetry on Berkeley Street. The DAP felt that the symmetry along Berkeley Street will be eliminated, but exists on no other facade and therefore, should be able to be resolved.
- Stronger articulation of vertical treatment to Northwest corner should be studied.

2. Fenestration

- Windows should not read as horizontal openings and should be more vertical.

3. Treatment at Base

- Consideration should be given to raising the cornice line of the eastern component to reflect irregular cornices along Boylston Street.
- The bay windows and oriels are a plus with respect to pedestrian scale but should be better integreted into overall facade as opposed to appearing applied; bays could either be paired or tied into base with horizontal banding.

- The St. James facade and entry need to be studied.

4. Materials

- Materials are generally satisfactory.

- More light colored cast stone at top and base needed, and more detail on middle required for scale and richness. Greater articulation of materials at top of building needed.

5. Streetscape

- Streetscape plan has not yet been formed, but will be consistent with the CRC approved Boylston Street streetscape plan.

MEETING MINUTES
26 AUGUST 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| William Whitney | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Donald Stanton | Trinity Church |
| Ann Gleason | Back Bay Architectural Commission |
| Anthony Gordon | Back Bay Architectural Commission |
| Marianne Abrahms | Back Bay Association |
| Susan Prindle | Neighborhood Association of Back Bay |
| Richard Nemrow | Citizens for a Better New England Life |
| Stella Trafford | Citizens for a Better New England Life |
| Robert Stern | Robert A.M. Stern Architects |
| Anthony Cohn | Robert A.M. Stern Architects |
| Ellen Coxe | Robert A.M. Stern Architects |
| Yu Sing Jung | Jung/Brannen Associates |
| Axel Kaufman | Jung/Brannen Associates |
| Brian Fallon | Meredith & Grew |
| Thomas Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
26 AUGUST 1987

PUBLIC BENEFITS

EASTERN/WESTERN COMPONENT PEDESTRIAN LINK

The current proposal shows the western component courtyard linked with the eastern component ~~elevator~~ lobby by a diagonal passageway which is approximately fifteen feet in width. Project for Public Spaces has been involved with the programming of this pedestrian space; their recommendations call for the pedestrian connection to act primarily as a protected passageway, rather than as a major interior mall which would act as a detriment to the area by drawing pedestrians off of Boylston Street. PPS also recommends that the connection have a straight visual link between origin and destination.

The project team described the passageway as having several events along its length: a smoke shop/newspaper stand, display windows for the major Phase I retailer, and some small Phase II shop entrances. Glimpses of the second floor Phase II atrium would be seen at the eastern end of the passageway.

The current passageway proposal has a greater length of protected, covered area than was shown in the original twin tower passageway connection. The location of the passageway at the southern end of the retail space reflects the tenants' desires not to bisect their store with a public right of way which operating during non-retail hours.

Some DAP members felt that the passageway should be more active commercially; other DAP members felt the project team should be responsible for making the decision as to how the passageway should be handled from a retailing standpoint.

COPLEY SQUARE

The eastern component of the development has donated $165,000 toward the Copley Square Centennial redevelopment fund. Also, construction management expertise is being provided by the project to help the Copley Square Committee reduce the cost of the Square's rebuilding, as well as to provide direction during construction.

MASSING

Stern presented his rationale for turning the mass of the tower perpendicular to Boylston Street. Key elements of his argument are:

- reopening of the visual easement formerly held by the John Hancock Berkeley tower, but which was blocked by the "St. James wall" of the Johnson scheme; views of the older tower and views from the older tower will be reestablished by the Stern proposal;

- the Bonwit Teller building, a low building surrounded by open space directly across the street from the Stern tower, provides breathing room for a tower which is closer to Boylston Street than the original Johnson proposal;

- because of the height of the John Hancock Berkeley building and its lack of setback along St. James, the Stern tower needs to be set back away from St. James in order to help relieve the canyon effect which was evident in the Johnson proposal;

Stern described the four facades of his scheme, the design for each having resulted from special contextural considerations:

- St. James Avenue: the canyon running from Arlington to Clarendon is now broken by having the narrow face of the mass fronting the avenue and by setting the tower mass back from the property line.

- Berkeley Street: the formality of the main entrance to the project is reflected in the symmetry of the facade; the symmetry also responds to the symmetry of adjacent Berkeley structures such as John Hancock, Liberty Mutual and the Bonwit Teller building.

- Boylston Street: the irregularity of the facade reflects the variety found in retail frontage along other segments of Boylston.

- Western facade: articulations in the massing of the tower have been developed to reduce the apparent mass of the tower and to respond to the visual axis which runs in front of the Johnson tower.

BBAC suggested that consideration be given to tapering the top of the building by adding additional setbacks on Boylston Street or to shifting the tower away from Boylston Street. BBAC felt that although this might eliminate the symmetry of the Berkeley Street facade, the benefits associated with a reduced mass near Boylston Street and with a preservation of the Boylston Street "cornice line", outweighed the advantages of the symmetry on Berkeley.

Stern stated that his decision to make the Berkeley Street facade symmetrical was driven not only by design and contextural considerations, but also by marketing, construction and operational constraints. With numerous setbacks already incorporated into the building design, the typical floor size has been reduced to 17,900 rentable square feet, over 4,000 square feet less than that of the Johnson scheme's floor size; the top floors are even smaller.

Although additional setbacks in the tower are structurally possible for a cost, they are difficult to incorporate from an elevator and core configuration standpoint; elevator shafts must run without setbacks.

Stern feels that the numerous setbacks and articulations in the current tower design work to reduce the visual volume of the tower.

NAAB felt that the location of the tower away from St. James created a significant visual block in the view from Copley Square. Stern noted that significant articulation of the massing on the tower's western face breaks down the scale of the wall facing Copley Square and makes an architectural gesture to the visual axis from the Square.

BBA suggested that the South End might prefer the Stern massing due to its elimination of the St. James Avenue wall which turned its back on the South End.

Stern stated that he and his firm have investigated the alternative massings for the site, and he strongly believes that on balance his proposed massing is the best solution for the project. When considering both contextural and practical constraints together, the current design is "where we want to be."

Stern will proceed with the current massing scheme but is open for continued input from DAP as it relates to refinement of the symmetrical Berkeley Street configuration.

FENESTRATION

Stern noted that in his latest revision to the window configuration he has increased the size of the glass. He has, however, retained the six window pane concept, as well as the brick jamb, stone lintel and stone sill details.

BBAC raised the concern about the verticality of the window profile. Stern noted that although the size of the window opening had been increased, it was only the vertical dimension that had been modified, thus increasing the overall vertical shape of the typical window and reducing the width of the brick elements below the glass. The brick jamb detail will serve to increase the "punched" feel of the window system and reinforce the visual thickness of the wall.

The detail development of the windows is continuing; refinements of the configuration will be presented to DAP as they are developed.

TREATMENT AT BASE

BAY WINDOWS

Stern displayed two models of the lower levels of the project, the second model portraying his current thinking regarding the ground floor bay and upper level oriel windows. The ground floor bay windows will be deeper (5-sided) on Boylston than on Berkeley (3-sided).

More bay windows have been added to St. James Avenue; the "piazzetta" there has also increased in size.

BBAC raised the concern that the bay windows need to be carefully integrated into the facade in order to avoid a "paste-on" appearance. Stern noted that this is very much his intent but that

this integration can best be achieved in development of the proper details--details which have not yet been finalized. Stern has been looking at Back Bay precedents for ideas and will keep DAP appraised of progress on the detailing of these features.

LEVEL SIX CORNICE

BBAC expressed concern that the sixth floor cornice line was too level and needed to vary somewhat from the insistent evenness of the Johnson cornice. Stern noted that although the Rue de Rivoli could be used as a precedent for such a treatment, he is working to make the cornice resemble the variety of elevations found in adjacent Back Bay commercial blocks.

Stern stated that he has worked to reduce the monotony of a continuous cornice line by (1) adding numerous setbacks to the plan of the building, thus breaking the continuity of a straight line cornice and (2) by actually varying the cornice elevation itself by dropping it at the entrances to the building.

The rhythm of the ground floor bay windows has also been broken at the entrances to the project by raising the base stone detail near the doorways and by using a special entry element.

PAIRED COLUMNS/URNS

Stern showed historic precedents for the use of paired columns and urns to break monontonous facades in Boston architecture: for example, Bulfinch buildings such as the Tontine Crescent, the Harrison Gray Otis House, and North Church.

In response to a question about the size of these elements, Stern noted that Boylston Street has a slightly larger scale than some of the precedents shown and accordingly, he has increased the size of these architectural elements in his design.

MATERIALS

Stern showed a revised version of the top floors of the project. In responce to DAP concerns about the top of the building being too dark, this scheme has been "lightened" by using a greater quantity of a pale, cast stone than the earlier versions which used more brick.

BBAC noted that the Johnson tower cladding is quite light and asked if that light color might be in too much contrast with the proposed dark brick color for the adjacent tower. Stern replied that the Johnson tower is not the only context in which the brick color of the proposed tower should be viewed. But rather, in the context of other Back Bay buildings, some nearby, some not, the brick color is a consistent choice: Ritz, Heritage, Transportation Building, etc...

Stern noted that the renderings do not show the detail afforded by the use of brick. The mortar joints add a great deal of depth and lighten the overall color of a brick structure thus reducing the apparent contrast with other lighter buildings.

The increased size of the "clear" window glazing will also serve to lighten the building, further balancing the brick/stone/glass palette.

Stern will investigate other ways to lighten the bulk of the tower through the use of stone detailing: lintels, sills, etc... Stern added that he would not want to "cute-up" the building by using stone details which might have been appropriate in older, smaller brick structures.

STREETSCAPE

The Stern proposal shows an extension of the Johnson streetscape design into the sidewalk areas surrounding the second project. The current paving patterns, tree selection, lighting fixtures, etc... all comply with the current guidelines set down by the Boylston Streetscape Plan.

GARAGE OPERATING PLAN

For the information of DAP members, a copy of the first phase garage operating plan was distributed. The garage has a permit to operate with 600 cars; this operating plan is an outline of procedures which the project team is implementing in order to help mitigate traffic problems in the Back Bay. This plan will be reviewed by the staff of the Air Pollution Control Commission.

SCHEMATIC DESIGN SUBMISSION

The project team is currently working to put together a schematic design package for the second project. This package will be submitted to the BRA during September.

NEXT MEETING

Traffic issues will be the topic of the next DAP meeting. Scheduled date is September 16 at 5:30 pm at 535 Boylston Street.

MEETING MINUTES
~~19~~ 16 SEPTEMBER 1987
DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| Cindy Schlesinger | Boston Redevelopment Authority |
| Donald Stanton | Trinity Church |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Susan Prindle | Neighborhood Association of Back Bay |
| Ann Bromberg | Neighborhood Association of Back Bay |
| Steve Kaiser | Neighborhood Association of Back Bay |
| Richard Nemrow | Citizens for a Better New England Life |
| Ray Niedowski | Vanasse Hangen Brustlin |
| Brian Fallon | Meredith and Grew |
| Tom Owens | Gerald D. Hines Interests |
| Greg Brown | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
SEPTEMBER 16, 1987

- The project team presented a list of traffic management commitments which have been incorporated into the Phase I project's operating plan. A summary of those commitments was distributed and is included as part of these minutes.

- DAP members' comments which have been received pertaining to the garage operating plan have been incorporated into the finalized version of the plan. This garage operating plan will be sent to the APCC in order to comply with requirements of the garage operating permit which as issued in February, 1986.

- The Phase II garage operating plan will not be developed until there is a chance to review the success of the Phase I garage plan.

- Vanasse Hangen Brustlin (VHB) reviewed a series of short term traffic management measures designed to reduce the flow of traffic on neighborhood streets. (These measures were also presented at an earlier DAP meeting.) Although initially designed to respond to traffic flows linked to the elimination of the Phase II Berkeley Street garage exit, the measures described will also impact existing traffic flows. A copy of those short term measures is attached to the minutes.

- VHB noted that the key to gaining swift city acceptance of any proposed short term measures is that the measures be easy to implement as well as reversable.

- DAP discussed the pros and cons of street reversals on Marlborough. Kaiser felt that the reversal between Dartmouth and Berkeley was very positive since it eliminates traffic traveling on Marlborough from Dartmouth to the Berkeley Street on ramps to Storrow Drive. Kaiser and BBAC expressed concern that re-reversal of the Berkeley/Arlington block of Marlborough would resurrect the cruising problem which had been prevelant there before the original reversal; NAAB, however, expressed its concern that a single direction on Marlborough from Arlington to Clarendon might encourage additional traffic on this route linking Beacon Street to the project.

- VHB noted that some suggestions for other street reversals would block even the residents' access to certain neighborhood blocks.

- NAAB noted that additional measures need to be taken to keep project related traffic out of the neighborhood. Increased use of the Mass. Pike was noted as a key improvement.

- VHB responded that the proposal measures are designed to address the most onerous problems of traffic on Commonwealth and Marlborough and are necessarily short term in nature so as to facilitate approval and immediate action. Long term solutions are the next step.

- Fallon noted that not all project related traffic moves through the Back Bay neighborhood. Many cars have destinations to the south.

- BBAC suggested that Newbury Street be the only street available to Westbound rush hour traffic passing through the neighborhood; due to the existing congestion on Newbury, most drivers will choose alternate routes outside the neighborhood rather than use Newbury. BBAC also suggested looking at reversals on Boylston at certain times during the day.

- The effectiveness of street signage was discussed. Some felt that without strict enforcement of "no turn during peak hours" signs, the signs would be useless. Others felt that there would be some compliance with the signs.

- BBAC voiced a strong opinion that developers in the city should pay for police details or similar services to enforce traffic laws in areas affected by new development.

- BBA noted that the City has created a solution to the lack of traffic monitoring with the assignment of "brownies" to police key intersections. The funding is committed but the start of the program is on hold pending a resolution of a lawsuit filed by the policeman's union attempting to block the use of non-police personnel for traffic control.

- BBAC further suggested that developers anxious to build should be used to put pressure on the City to improve enforcement of existing laws.

- BBA stated that it is the City and not the development community that is responsible for providing city services such as the enforcement of traffic laws.

- Trinity noted that the City is the beneficiary of an increased tax base with the completion of development work; these increased tax dollars should be used to improve public safety through traffic law enforcement.

- The project team stated that it would not be willing to fund police details at intersections. Aside from the fact that it is really impossible to privately procure police to monitor traffic, funds for the project's share of enforcement of city laws are provided in the tax dollars paid by the project.

- BBAC argued further that traffic control at intersections and the enforcement of "no double parking" would be not only the best way, but also a guaranteed way to improve the traffic situation in the area.

- NAAB noted that DAP members agree that enforcement is a key problem, but that solutions from the Transportation Department have been lacking for the past two years.

- Fallon noted that the enforcement problem has led to the "brownie" solution, but that answer has not been tested due to the court problems; the funding for the solution is available, but the court has tied it up.

- CBNEL suggested further consideration of the contraflow lane on St. James in order to counteract some of the difficulties created wenh the garage exit was moved to St. James.

- Trinity and NAAB noted that such a move would conteract some of the good created by the St. James exit; with the St. James scheme, all traffic exiting the garage is delivered to the Huntington Avenue entrance to the Mass. Pike; perhaps encouraging use of this route; with the contraflow lane many cars which don't absolutely have to might choose to use Berkeley Street.

- The project team noted that the Berkeley Street exit forces all cars using the garage to move down Berkeley Street.

- NAAB suggested improved signage for the Mass. Pike, particularly the entrance on Clarendon.

- Kaiser suggested modifying signal timing in order to discourage through traffic.

- VHB noted that with the City's new signalization program coming on line there may be some resistance by the City.

- Kaiser also suggested the incorporation of a pedestrian phase for the light at Boylston and Berkeley.

- VHB summarized the points of agreement on which short term traffic management measures should be recommended:

    1. Reverse Marlborough between Berkeley and Dartmouth and re-reverse Marlborough between Arlington and Berkeley.

    2. Key signage at Clarendon Street is needed to encourage use of the Mass. Pike; Also, signs are needed at the intersection of Newbury and Dartmouth, and on Huntington Avenue behind the Prudential both directing traffic to the Charlesgate entrance to Storrow Drive. Signs should not be posted directing people to the Storrow Drive entry on Berkeley.

    3. Signs indicating "no left turn" should be placed on Commonwealth Avenue at Berkeley Street; enforcement by the City will be required.

4. Signal timing changes at Boylston and Dartmouth will discourage traffic moving northward on Dartmouth.

   (Attached are the revised Traffic Management measures based on this meeting. These measures are what the project team and DAP would put forth to the City.)

- VHB reviewed a list of long term measures being considered by Steve Kaiser and VHB. The list is attached to these minutes and will be discussed further at the next DAP meeting.

- Next meeting will be TUESDAY, October 6 at 5:30 p.m. at 535 Boylston. Traffic will be discussed.

SUMMARY
TRAFFIC MANAGEMENT COMMITMENTS
FIVE HUNDRED BOYLSTON

Project Contributions:
- $75,000 to the BRA for traffic mitigation measures (earmarked for July 1986 Back Bay Workplan)
- $10,000 to the BRA for scoping of Back Bay areawide study (CRC)

Property Management:
- Computer based ride sharing information bank for tenants and other Back Bay employers
- T-pass sales to building tenants
- Encourage new tenants to use flex-time
  - The New England (35% of building) will use flex-time
  - Massachusetts Financial Services (50% of building) will use flex-time
- Staff to monitor traffic related services
- Disseminate information about the traffic plan to the Back Bay
- Coordinate "Transportation Day" at the building
- Monitoring the parking facility to ensure enforcement of the plan
- Inclusion of "Transportation Tips" in the building's tenant newsletter

Garage Operating Plan
- Provision of spaces for High Occupancy Vehicles near the garage entrance
- Provision of "after 9:30 a.m." spaces for retail use
- Provision of space for bicycles
- Rate structure which encourages short term parking and entry/exit from the garage at off-peak hours:
  - Hourly rates jump after 3 hours
  - High rate for all day parking
  - Surcharge for exiting the garage at peak traffic hours
  - Discount for entering the garage before morning rush hour
  - Discount for approved car pools
  - Discount for monthly vanpools
- Low monthly rate for night/weekend parking by neighborhood residents
- Major snow emergency parking at special rates for neighborhood residents
- Special Sunday rates as a courtesy to neighboring churches
- Sale of validation coupons for Back Bay merchants

<u>PHASE II</u>

Garage operating plan to match Phase I plan

Garage exit on St. James Avenue
- Short term traffic management ideas
  - Signage to direct traffic headed for Storrow Drive to use Boylston Street for eastbound connections
  - Reverse Marlborough between Dartmouth and either Clarendon or Berkeley
  - No left turn from Commonwealth to Berkeley during rush hours
  - Striping to channel traffic on Boylston

VHB

9/16/87

# SUMMARY OF LONG-RANGE TRAFFIC PLANNING ITEMS

## TRAFFIC COUNTS

VHB recounts taken at: Beacon/Arlington/Embankment
Beacon/Charles
Boston Common Garage Entrance/Exit

## TWO-WAY ARLINGTON

VHB will re-examine previous results for 2-way Arlington, based on new counts. The same two cases will be reanalyzed, including Storrow EB ramp closure at Berkeley with and without a Berkeley Street reversal.

## HMM LOOP AROUND PUBLIC GARDEN

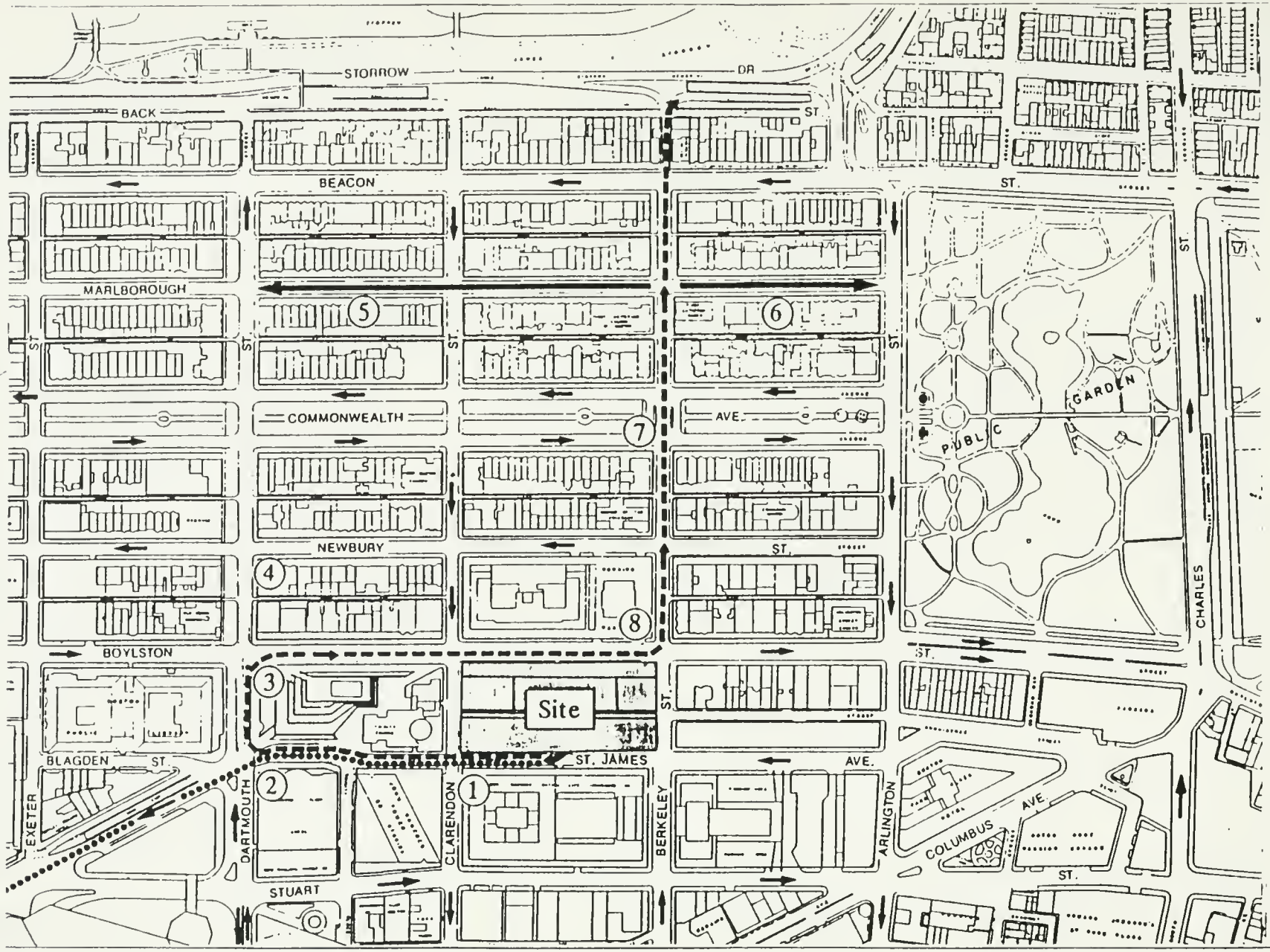
Using new counts, VHB will re-examine HMM's scheme to close Storrow EB at Berkeley and loop this traffic around the Public Garden to Embankment Road on-ramp.

## CHARLES STREET REVERSAL

On hold pending outcome of above re-analyses

## DARTMOUTH STREET EXIT RAMP CLOSURE

VHB will consider effects of closing or reversing the Dartmouth Street exit ramp. See attached sketch of possible long-term program which includes revisions at Dartmouth Street along with other measures.




# Potential Short-Term Mitigation Measures

REVISED

LEGEND:

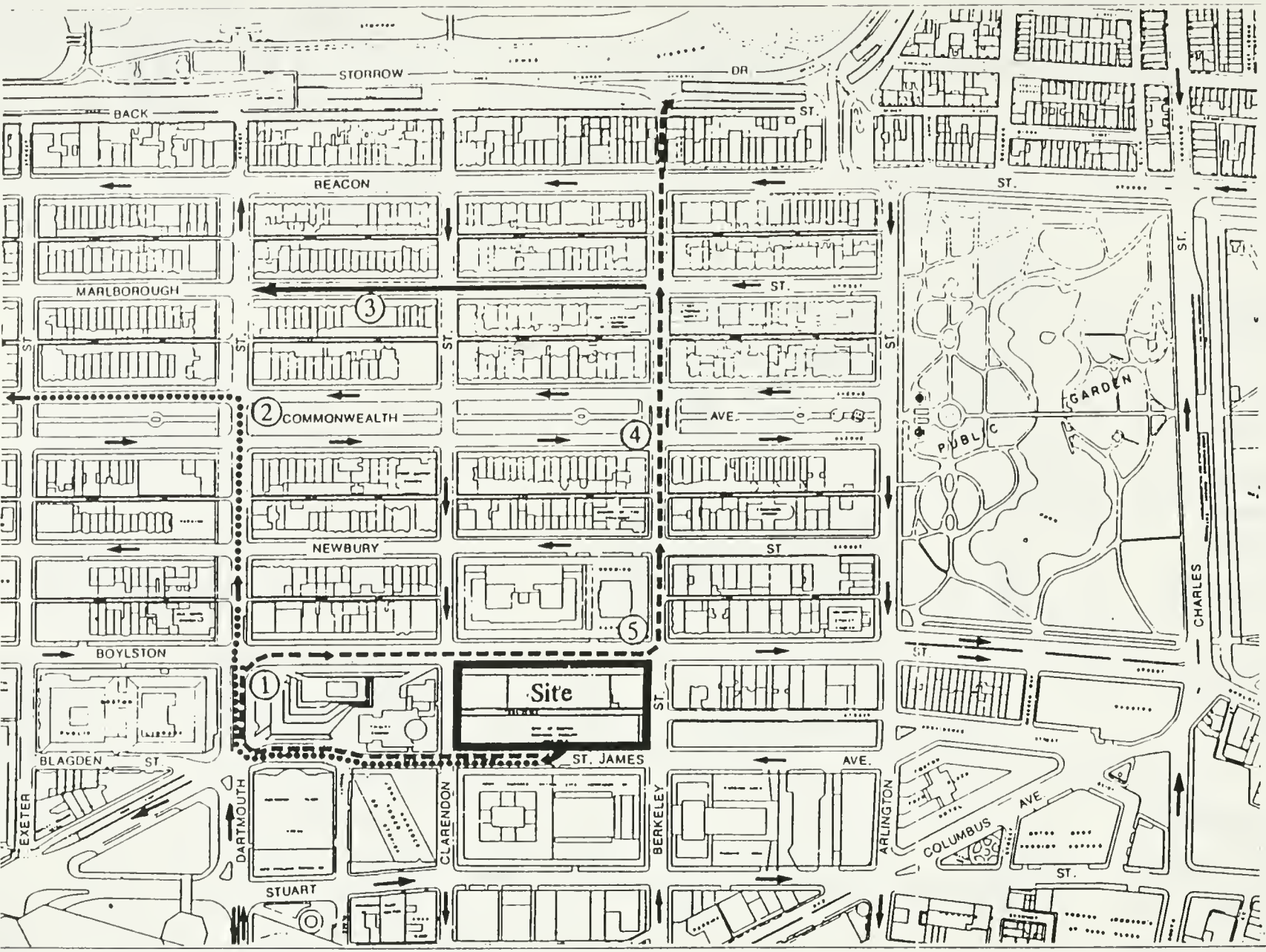
- Project Trips to Storrow Dr. EB
- Project Trips to Storrow Dr. WB

1. Signing on St James Ave.: Storrow Dr WB; Mass Tpke WB
2. Signing on St James Ave: Storrow Dr WB; Storrow Dr EB
3. Signing on Dartmouth St: Storrow Dr EB
   Retime Signal to Encourage Right Turn to Boylston St
4. Signing on Dartmouth St.: Mass Tpke WB
5. Make Marlborough St. 1-Way from Berkley St. to Dartmouth St
6. Make Marlborough St 1-Way from Berkley St to Arlington St.
7. Install No Left Turn Sign from Commonwealth Ave. to Berkley St (4-6P.M.) Station Traffic Control Supervisor During P.M. Peak.
8. Restripe Boylston St. EB Approach:
   Install Exclusive Pedestrian Phase. Station Traffic Control Supervisor During P.M. Peak.

Vanasse Hangen Brustlin, Inc.
Consulting Engineers & Planners
60 Birmingham Parkway, Boston, MA 02135

0 110 308
SCALE IN FEET

Fig. 4




# Potential Short-Term Mitigation Measures

1. SIGNING:
   Storrow Dr. WB
   Storrow Dr. EB

2. SIGNING:
   Storrow Dr. WB

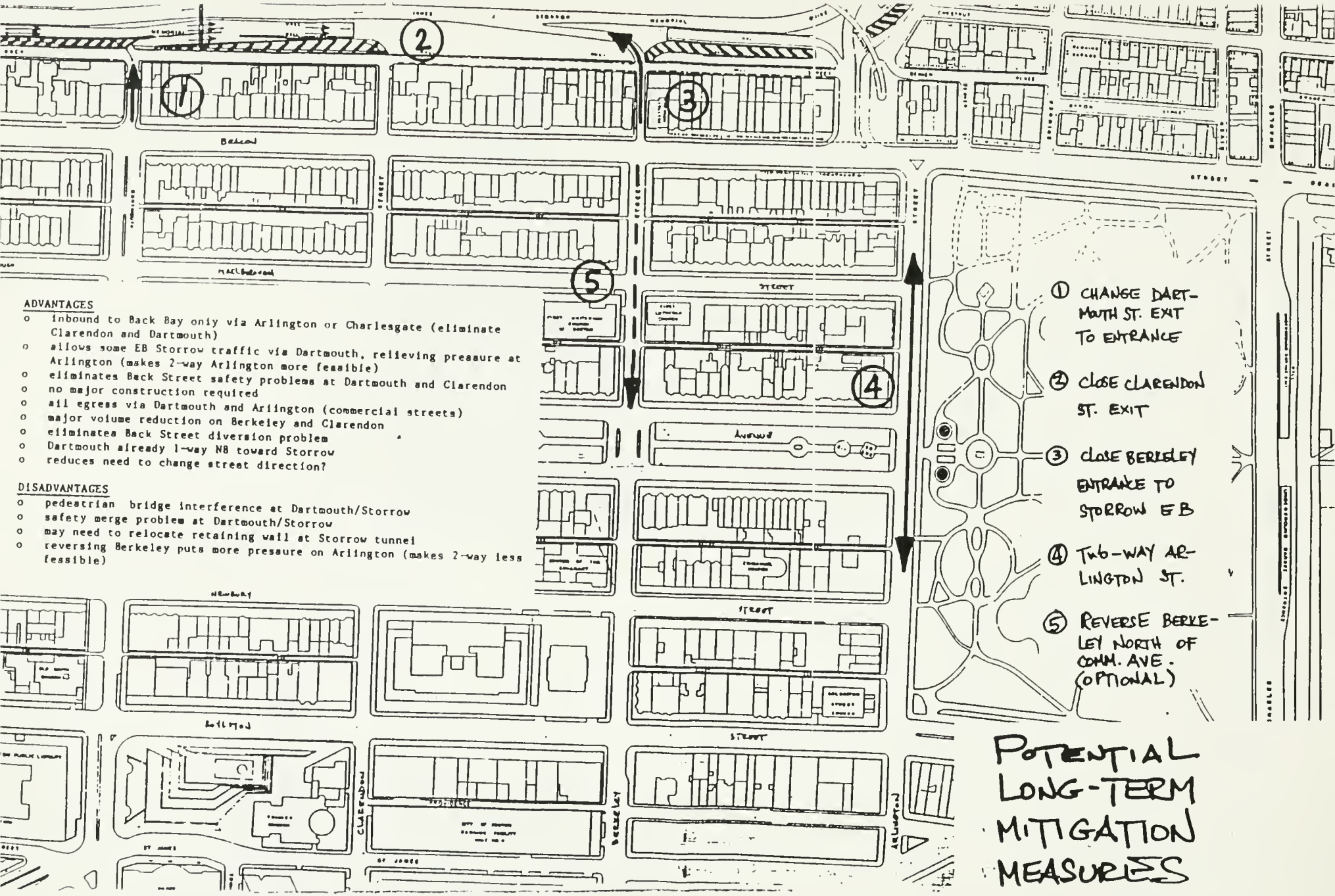
3. Reverse Marlborough St. Berkeley to Dartmouth

4. SIGNING:
   No left turn Commonwealth to Berkeley (4-6:00P.M.)

5. Stripe Boylston St. EB Approach:

Vanasse Hangen Brustlin, Inc.
Consulting Engineers & Planners
60 Birmingham Parkway Boston MA 02135

Fig. 4




ADVANTAGES

- inbound to Back Bay only via Arlington or Charlesgate (eliminate Clarendon and Dartmouth)
- allows some EB Storrow traffic via Dartmouth, relieving preasure at Arlington (makes 2-way Arlington more feasible)
- eliminates Back Street safety problems at Dartmouth and Clarendon
- no major construction required
- all egress via Dartmouth and Arlington (commercial streets)
- major volume reduction on Berkeley and Clarendon
- eliminates Back Street diversion problem
- Dartmouth already 1-way NB toward Storrow
- reduces need to change street direction?

DISADVANTAGES

- pedestrian bridge interference at Dartmouth/Storrow
- safety merge problem at Dartmouth/Storrow
- may need to relocate retaining wall at Storrow tunnel
- reversing Berkeley puts more preasure on Arlington (makes 2-way less feasible)

① CHANGE DARTMOUTH ST. EXIT TO ENTRANCE

② CLOSE CLARENDON ST. EXIT

③ CLOSE BERKELEY ENTRANCE TO STORROW EB

④ TWO-WAY ARLINGTON ST.

⑤ REVERSE BERKELEY NORTH OF COMM. AVE. (OPTIONAL)

# POTENTIAL LONG-TERM MITIGATION MEASURES

MEETING MINUTES
6 OCTOBER 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| William Whitney | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Susan Prindle | Neighborhood Association of Back Bay |
| Ann Bromberg | Neighborhood Association of Back Bay |
| Richard Nemrow | Citizens for a Better New England Life |
| Ray Niedowski | Vanasse Hangen Brustlin |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Greg Brown | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
6 OCTOBER 1987

HERALD ARTICLE

Harrity distributed copies of the September 20 Herald article regarding the status of the DAP review process. Due to the incompleteness and misleading implications of the article, the project team responded with a letter to the editor which was printed in the October 4 issue of the Herald. Owens stated that the project team did not give the DAP consensus memo to the press.

DAP STATUS

As a result of the preliminary opinions issued by DAP members on July 29 and revised on August 12, the project team stated that it was ready to submit the schematic design to the BRA as the first step in the formal city approval process. The project team further stated that this submission does not imply that the scheme has been finalized; DAP will continue to work toward resolution of design, traffic and other open issues.

DAP members stated that they felt it was important to reconvene among themselves to better understand the areas of agreement and disagreement concerning the Stern proposal as it stands today. A meeting has been set for Monday, October 19 at 5:30; this meeting will be open only to members of DAP.

BBAC asked that the charge of DAP be reviewed; BBAC also asked what jurisdiction the DAP has over the project square footage.

Copies of Section 303 of the Amended Sales and Construction Agreement which outlines the scope of DAP responsibilities (originally distributed at the first DAP meeting on April 2) were handed out. The BRA noted that the 481,133 square foot area was agreed to in December 1985 when the project was reduced 100,000 square feet in size.

BBAC feels that an FAR of 8 would yield less than 481,133 square feet of area if the Providence Street site area was not included in the FAR calculation.

Harrity noted that the Providence Street right of way was sold to the project by the City as part of the acquisition of the St. James Avenue Garage.

BRA stated that the 481,133 square foot number was a negotiated size for the project and that DAP did not have jurisdiction to review the square footage of the project.

GARAGE

The project team stated that the Phase I garage would not be open until February or March of 1988. Reasons for the delay until after the Christmas season center around life safety requirements of the Building Inspection Department; these requirements will not be met until the office tower is near completion early next year.

The Phase II garage size was briefly discussed. Currently, the APCC permit will allow a garage size of 400 cars for Phase II; the PDA indicates a garage size of 600 cars for Phase II.

TRAFFIC

VHB reviewed findings from its preliminary investigation of three items identified as priorities in developing long-term traffic mitigation measures for Back Bay. A summary of these findings was distributed and is attached to these minutes. The purpose of these investigations was to test the feasibility of various alternatives and thereby suggest which mitigation concepts might merit further study.

First, verification of traffic counts in the Beacon/Arlington and Beacon Charles areas shows that the HMM counts from 1985 are still reasonably accurate and can continue to be used for analysis purposes.

Second, a two-way Arlington was investigated, matching it against a variety of treatments for Berkeley Street and the Storrow Drive entry/exit. The merits of the scheme seem to suggest further study is appropriate.

Finally, the proposal to close the eastbound Berkeley Street entrance to Storrow Drive and encourage use of the Public Garden as a loop road was investigated. This alternative seems to offer better intersection performance at most locations but at the cost of greater travel distance for motorists. Further investigation seems appropriate.

NAAB noted that if Berkeley Street is reversed and Arlington becomes two-way, morning traffic would improve on Clarendon, while evening traffic would be reduced dramatically on Berkeley. Arlington Street, however, would receive a net increase in evening traffic.

VHB verified that the two-way Arlington proposal offered many benefits. However, implications for intersections outside those included in the preliminary review would also need to be studied.

In responce to a BBAC question, NABB stated that Kathleen Philbin has told NABB that the City may be willing to test long-term solutions for short periods of time to verify possible benefits. This would permit some testing of solutions before the completion of the area-wide study.

VHB noted that if there is testing of various proposed solutions, care must be taken to test the proposals for a sufficient time period and also to be sure that solutions are tested independently so as not to confuse which proposal caused which result. VHB also stated that a key feature of the areawide study should be the development of a computer model which allows easy testing of proposed traffic solutions; proposals which pass the computer test could then be tested in the field.

CBNEL noted that enforcement of "no parking" along Cambridge and Tremont Streets has been particularly effective in improving traffic flow.

BBAC expressed particular interest in investigation of the Herald Street connector/extension proposal. VHB noted that the City had commissioned a study of this area in March 1987 looking at both one-way and two-way schemes.

BBA stated that Dimino seems to be interested in pursuing study of an eastbound entry to the Mass Pike from Back Bay, but that he was not interested in looking at a westbound exit from the Mass Pike into Back Bay. PruPac has already met with Dimino, suggesting that DAP should move quickly to do the same.

At its October 19 meeting, DAP will develop a list of areas to be discussed with Dimino when the project team meets with the Transportation Department during the next few weeks.

Responding to a NABB question, VHB noted that the project does not materially effect traffic on Clarendon Street during the morning rush hour.

NABB asked for continuation of the discussion of a contraflow lane on St. James in order to funnel cars from the Phase II garage directly onto Berkeley Street. VHB noted that although there are certain advantages to the contraflow lane, the St. James only exit from the garage encouraged cars to utilize the Mass Pike by delivering them directly to the entrance at St. James and Dartmouth Street.

NABB noted that although increased use of the Mass Pike would reduce Storrow Drive bound traffic moving through Back Bay, the Mass Pike exit at Cambridge has so many problems that it will be difficult to encourage people who normally use Storrow Drive heading westbound to use the Mass Pike.

DAP STATUS

BBAC feels that Stern has not been doing a very good job at listening to DAP. The project team disagrees.

BBAC stated that the use of red brick is one area where the BBAC, the BSA and Trinity Church are not yet comfortable.

The project team stated that it has been using the statement issued by DAP on July 29 (as revised on August 12) as a guideline for the current "consensus" of the DAP members.

DAP members agreed that it was important for them to meet among themselves again to further refine where DAP stands. DAP members only will meet on October 19 to draw up a complete list of areas still unresolved and areas where there is agreement and approval. DAP will also provide direction to the project team on short and long term traffic plans.

During the next few weeks, the project team will be having meetings with community and civic groups to review the progress on the project design and to collect suggestions and opinions from the community at large.

The project team will also be submitting a schematic design proposal to the BRA for its preliminary review. It was made clear that this proposal would not pretend to reflect a unanimous consensus of DAP.

BBAC suggested that the project team might want to wait until DAP's October 19 recommendations are assembled before it goes to the BRA.

Next meeting:

Monday, October 19 at 5:30pm - DAP members only
Consensus document; specific recommendations

Tuesday, October 20 at 5:30pm - DAP members and project team
Review of consensus document

The Boston Herald, Sunday, September 20, 1987

ROBERT STERN
*Tower architect*

# Last hurdle for office tower in Back Bay

By JONATHAN WELLS

A NEW design for the second half of a $130-million, controversial Back Bay office project has won the support of a citizen-review panel and will be unveiled to the city next week.

According to correspondence obtained by The Boston Sunday Herald, a hard-fought agreement has finally been struck between developers and local activists. That clears the way for building a 22-story, brick-and-stone tower at Boylston and Berkeley streets.

Designed as a mate for the 25-story, $180-million office tower under construction next door at 500 Boylston St., the consensus plan for the second building calls for nearly 500,000 square feet for offices.

A five-member design advisory panel, made up of neighborhood and business leaders, architects and a representative of nearby Trinity Church, has approved the height, massing, materials and use of the redesigned high-rise building.

The developers of the project had received all-but-final approval from the city to erect a second, 25-story tower. It was originally designed as a nearly identical twin to the first building by nationally acclaimed architect Phillip Johnson.

But two years ago, Boston Redevelopment Authority Director Stephen Coyle pulled the plug on the project at the last minute and convinced the developers to reduce the size of the second tower and take a fresh look at its design.

Renderings and models of the new, 481,000-square-foot proposal were being prepared last week by architects Robert A. M. Stern and Jung/Brannen Associates in anticipation of a formal submission to the city.

The towering Boylston Street project, the subject of intense debate and several legal challenges over the last five years, is being developed jointly by the New England and Gerald D. Hines Interests.

The building's "orientation toward Berkeley Street is excellent," the "height and upper level setbacks are acceptable" and the "materials are generally satisfactory," the design advisory panel stated in an Aug. 12 report.

The developers and several panel members confirmed an accord has been reached, but both sides indicated the review committee will continue to oversee the plan as additional design details are worked out.

"We have reached an agreement," said Marianne Abrams, executive director of the Back Bay Association and a member of the review panel. "I really like the orientation of the building, and I think it really looks quite good."

Said Tom Owens, vice president of Gerald D. Hines Interests: "People are basically pleased with the new concept Stern has developed.

"They're still concerned with traffic, but before the end of the month, we'll have a schematic design, which we will submit to the BRA. We've started the model and rendering process."

The Neighborhood Association of the Back Bay, many of whose members joined an unsuccessful lawsuit aimed at halting the entire Boylston Street project, also supports the new design.

Owens was reluctant to set a date for the start of construction on the second tower. "I've been around Boston too long to do that, but we might be able to start sometime next fall."

The Boston Herald, Sunday, October 4, 1987

# Letter to the editor

A DOWNTOWN article (Sept. 20) suggested the community-based group reviewing plans for the second phase of our Boylston Street development had given its final approval to the project. While a consensus has been reached on many important issues, other key issues must still be examined before the Design Advisory Panel (DAP) will be in a position to finalize its thoughts on all matters under its purview.

Some issues which DAP members may have personal opinions on, however, are not under the group's official purview. The building's size, for example, is not. Its square footage was previously approved by the BRA in a settlement wherein the developers agreed to consider a new design for Phase Two.

Based on the consensus reached thus far, we, the developers, are preparing with DAP's acknowledgement a schematic design to present to the city. While this is an important first step in the city's approval process, it is by no means the last. As this process goes forward, DAP will remain very much involved in issues such as traffic mitigation, which remain outstanding.

Thomas D. Owens
Copley Real Estate Advisors
Boylston St., Boston

*EDITOR'S NOTE:* The headline on the downtown article (Sept. 20) was misleading, suggesting that the last hurdle had been passed for the Back Bay office tower. However, the story said in the lead the project had won the support of a citizen review panel. The story also said the project was going to be formally submitted to the city.

□□□

*Downtown welcomes correspondence from readers. We reserve the right to edit and condense letters, which should be as concise as possible. Write to Downtown, The Boston Sunday Herald, One Herald Square, Boston, Mass. 02106.*

REVISED MEETING MINUTES
DESIGN ADVISORY PANEL, 500 BOYLSTON ST.
OCTOBER 19, 1987

Prepared by: Susan Prindle, NABB

Present:
Ann Gleason, BBAC
Tony Gordon, BBAC
Scott Smith, BSA
Phil Poinelli, BSA
Maryanne Abrams, BBA
Susan Prindle, NABB
Homer Russell, BRA
Cindy Slesigner, BRA
William Whitney, BRA

Absent:
Donald Stanton, Trinity
Richard Nemrow, CBNEL

PURPOSE OF MEETING: To examine proposed Phase II of 500 Boylston St. project to identify areas where there is consensus and where there is not yet agreement with the proposal as presented.

The DAP appreciates the developer's need to have direct and timely resolution of the issues identified in the meetings of July 29 and August 12. In the interest of clarifying the DAP's concerns to provide a basis for continuing dialog, the following summary and minutes are presented in draft form.

The issues discussed were those outlined in the July and August meeting notes, and in Section 303d of the agreement concerning the possible redesign of the Eastern Component. On those issues, the following positions were reached.

| CONSENSUS | NO CONSENSUS |
|---|---|
| FAR | height |
| Colton Building | setback of tower |
| orientation | building materials |
| use | vehicular access |

(It should be noted that NABB did not endorse the consensus positions because of lack of resolution on the traffic issue, which it considers paramount.)

FAR

Since the minimum FAR has been set by agreement between the BRA

and the developer, the DAP did not feel it necessary to take a position on this issue.

COLTON BUILDING

The consensus of the group was that the position stated in the August 12 minutes was reflective of the DAP opinion, namely that the building could be sacrificed in the light of larger massing and urban design issuesas long as its characteristics were incorporated into the new design, and that the architect will design a more cohesive building in its place.

HEIGHT

It was the feeling of all members that the mechanical equipment as presented on the drawing of 7/15/87 was unresolved and resulted in a topheavy solution. Several DAP members stated that they had understood that the mechanicals were to be combined with those at the rear of Phase I. It was therefore agreed to endorse the height as presented in the drawings of 1/29/87, without any mechanical addition. (Note: in the meeting on 10/20, it was agreed that the architect would look at options to reduce the size of the elevator headhouse.)

ORIENTATION

It was the opinion of the DAP that the orientation towards Berkeley Street was appropriate.

TOWER SETBACK

There is still considerable concern over the positioning of the tower in relation to Boylston Street. The DAP would like to see the architect explore ways to increase the setback within the mandated FAR. Several suggestions were made: to add bays on the westerly side of the tower, to move the entire building back towards St. James 8-10 feet, to increase the height of the tower and/or the base slightly (the latter two were more controversial proposals). The canyonization of St. James remains a concern to the DAP, but it was felt that study of alternative massing was required before there could be resolution on this issue. (Note: On 10/20 it was agreed that the architect would be asked to examine alternate solutions, including setting the tower 10-15 feet further back from Boylston Street.)

USE

The consensus was that commercial/retail use was appropriate, but that should the developer want some residential component, the DAP would be agreeable to it.

BUILDING MATERIALS

The consensus was that brick and stone were appropriate materials for Phase II. However, it was felt that there had not been an adequate attempt to address the DAP's concern with the proportions of these elements, particularly on the tower faces. Yhe darkness and dominance of the brick remain a concern. Although this item could be dealt with in design development, the DAP felt that the issue was sufficiently critical to the success of the building to warrant further study at this point. It was noted that there was very little white perceptible in the tower in the most recent rendering, and that this might be doing the current design a disservice. Nevertheless, the DAP felt that the architect should be encouraged to look further at ways to lighten the impact of the brick tower, in particular by reference to some of the photographs shown on the board presented on 7/15. It was also noted that many shades of red brick are available, and that the choice of color(s) and mortar will be an important design element. (Note: The developers agreed to ask the architect to reexamine this issue.)

VEHICULAR ACCESS

Because traffic issues remain unresolved at this point, the DAP would like to continue discussion of the garage exit location on Saint James. NABB presented a statement on both short-term and long-term mitigation, which is attached.

BBAC and NABB felt that the mitigation as proposed offered the most hopeful resolution to the traffic problem because of the possibility that it would encourage commuters to use the Turnpike. BSA declined to comment on traffic issues. BBA dissented, favoring the contraflow lane solution and opposing the restriction of turns from Commonwealth to Berkeley. BBAC and NABB placed particular emphasis on the necessity for enforcement at key intersections.

On long-term mitigation, there was consensus that more counts are needed at Arlington/Beacon and at the Common Garage exit in the evening. Further examination of the two-way Arlington proposal in conjunction with the Berkeley Street reversal was requested. BBA urged endorsement of the Herald St. Extension proposal, but the DAP did not feel that it had enough information to take a position on this issue.

(Note: DAP in general felt comfortable with the location of the garage exit, but felt that more work was needed on mitigation, particularly in the short term. The developer agreed that the initial application for Phase II parking would be for 375 vehicles, so that the total garage capacity would be 1000, as

specified by the BRA. However, they reserved the right to ask for an increased number of spaces in the future if demand warranted.

It should also be noted that the NABB Board did not endorse the short-term mitigation measures as outlined in the attached memo, and asked that further studies be done on the short-term mitigation measures proposed.)

AREAS OF CONCERN FOR DESIGN DEVELOPMENT

The following elements were mentioned as areas of special and continued concern for design development. Other design concerns may arise as design progresses.

.mechanical treatment
.relation of first floor bays to facade
.material and treatment of oriels
.window treatment (It was felt that the current rendering appeared too horizontal, and that windows should be broken up by grouping and/or by increasing the weight of the mullions and introducing stone at the jambs. Concern was also expressed that window frames be light in color.)
.materials
.resolution of west side of tower
.Saint James facade

Note: Due to an oversight, there was no discussion of public benefits at the 10/19 meeting. On 10/12, the DAP and the developer agreed to incorporate the suggestion outlined in the minutes of 8/12, spcifically:

"The north/south passage is suitable, but the east/west requires additional study. Day care, retail space on the Newbury side of 501 Boylston Street, streetscape improvements on the northern side of Boylston Street between Berkeley and Clarendon Streets consistent with the Boylston Street streetscape as approved by the Boylston Street CRC, and streetscape improvements on another pilot block are all appropriate public benefits." It should be noted that the DAP felt especially strongly about the opening up of retail space in 501 Boylston.

MEETING MINUTES
20 OCTOBER 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees:

| | |
|---|---|
| William Whitney | Boston Redevelopment Authority |
| Homer Russell | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Susan Prindle | Neighborhood Association of Back Bay |
| Kathleen Philbin | Neighborhood Association of Back Bay |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Greg Brown | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP .
20 OCTOBER 1987

Minutes of the October 19 DAP members-only meeting were distributed for discussion purposes and presentation to the project team. A copy of those minutes, modified to reflect corrections/comments made at the October 20 meeting, are attached to these minutes.

HEIGHT

It was noted that the new project rendering served to focus attention on the parapet at the top of the building. DAP members felt that the parapet had "grown" since earlier proposals and that it was important to reassess the design as currently shown.

Clarification was made that the overall building height was not the issue here, but rather what seemed to be a "top heavy" appearance of the parapet design.

The project team pointed out that the parapet has been designed to hide the elevator overrun which must penetrate the roof of the building; the design as shown also seeks to give the building a finished, flat profile against the skyline. It was noted that the increase in the parapet had indeed occurred as the requirements of the elevator overrun were better understood, but that this change did not result from increased HVAC equipment requirements.

TOWER SETBACK

It was stated that the general massing of the project was acceptable, but that fine tuning was needed, particularly in the location of the tower itself in relation to Boylston Street. Just how far can the tower be pushed toward St. James Avenue without recreating the canyon effect?

BBAC feels that the vista from the Public Library is of particular importance; additional stepbacks in the tower and the base might be considered to reduce the intrusion of the tower onto Boylston Street.

BRA continues to be satisfied with the massing as it was last presented by Stern.

DAP members stated that a 10'-15' tower shift should be considered.

BBAC expressed concern that the "tourelle" facing west continues to appear "applied"; Stern may want to consider adding another tourelle to create a symmetrical facade facing the Library; BBAC feels that the tourelle as designed is not in keeping with the other symmetrical elements of the design which seek to be consistent with elements found in monumental buildings.

Due to asymmetrical site pressures and the proximity of the Johnson tower, the BRA disagreed that a symmetry for the west facade needed to be established.

BBAC noted that if the surface treatment were richer, then the architect might not feel compelled to introduce the tourelle in order to reduce the boredom of the facade.

There was some discussion as to whether Stern does not listen to all of DAP's concerns or if he merely disagrees with certain DAP suggestions.

BBA voiced concern that pushing the building back toward St. James could result in a sidewalk on Boylston that is too wide; the benefit of widening a sidewalk diminishes at certain dimensions; also, the relationship to the sidewalk widths of adjacent blocks needs to be considered.

BUILDING MATERIALS

BBAC suggested that lighter brick and increased use of light stone will improve the contrast situation in the current design.

BRA pointed out that the buildings shown on Stern's photo boards all showed extensive light colored trim.

NABB added that concern over the use of additional light colored stone was directed primarily at the shaft of the building and not so much at the top of the building.

VEHICULAR ACCESS

NABB is withholding approvals on all project issues until the traffic related issues are resolved to its satisfaction; in particular, NABB is looking for implementation of the mitigation measures outlined in the NABB position paper attached to the October 19 minutes. BBA noted that NABB's position paper does not necessarily reflect the DAP position.

Although discussion of the garage exit on St. James will continue, there were no strong advocates for moving the exit to Berkeley Street. Both NABB and BBAC said that the major effort of the project team should be toward making the St. James exit work.

Philbin stated that the Transportation Department does not have a problem with DAP's developing a series of models which might be used as part of the areawide study.

Harrity stated that the project currently has a permit to operate a Phase I & II garage for 1,000 cars and will not apply for additional spaces in the forseeable future. However, the project has capacity for 1,270 cars and does not want to forever eliminate the possibility of providing those additional (270) spaces for use by the public or the project should conditions change and the need be deemed appropriate; expansion of the garage beyond 1,000 spaces is an issue that needs to be revisited periodically over the years.

The project team will be meeting with Commissioner Dimino to discuss in general terms various transportation issues. The team will not represent any of its comments or suggestions as being those of DAP. Harrity suggested that the items on the NABB position paper might be used as agenda items so as to get some preliminary feedback on ideas which have been presented.

DAP members felt that a meeting between themselves and Dimino will also be appropriate at some point in time.

ENVIRONMENTAL IMPACT

The project team requested that there be a formal statement from DAP regarding the environmental impact previously reviewed. No DAP members voiced any overriding concerns about these issues, but NABB requested more time to review the wind and shadow studies.

PUBLIC BENEFITS

DAP members expressed keen interest in forcing The New England to change the use of the Newbury Street frontage of its 501 Boylston building from office to retail. Harrity stated that such a shift remains under study at The New England.

DAP also is looking for the project to sponsor implementation of the Boylston Streetscape on the northside of Boylston Street between Clarendon and Berkeley.

NEXT MEETING

No date was set for the next DAP meeting.

Robert Stern will be instructed to consider the suggestions put forward by DAP as a result of its October 19 meeting. The agenda for the next DAP meeting will be to discuss Stern's responce to the DAP feedback and review any design modifications he has made.

MEETING MINUTES
9 NOVEMBER 1987

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees

| | |
|---|---|
| William Whitney | Boston Redevelopment Authority |
| Homer Russell | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Susan Prindle | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Don Stanton | Trinity Church |
| Robert A. M. Stern | Robert A. M. Stern Architects |
| Tony Cohn | Robert A. M. Stern Architects |
| Ellen Coxe | Robert A. M. Stern Architects |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
9 NOVEMBER 1987

TOWER LOCATION

Responding to DAP's concerns about the project's massing as it relates to Boylston Street, Stern presented two variations on the original tower location. Scheme A simply shifts the entire project 8 feet further back toward St. James Avenue, thus locating the southern edge of the project directly on the St. James Avenue lot line. Scheme B retains the current location of the low-rise portion of the project, and shifts only the tower back 15 feet toward St. James Avenue.

Pros and cons of Scheme A: compared with the original scheme, Scheme A addresses the concerns about the tower being too intrusive on Boylston Street; Scheme A closes in on St. James Avenue at the lower six levels of the project and at the sidewalk; the connection to the Johnson building on Boylston Street now creates a dead corner with the Stern project set back 16 feet from the Johnson facade; the sidewalk on Boylston is possibly too wide; Stern questions whether Scheme A satisfies in a sincere way the questions that have been raised.

Pros and cons of Scheme B: the symmetry of the Berkeley Street entry can be retained by recentering the facade; use of an open corner at Boylston and Berkeley as part of the asymmetrical composition echoes the open corner of the Johnson project on Boylston and Clarendon; the setback at the Johnson building connection and the Boylston Street sidewalk dimensions remain similar to the original scheme configuration; the tower is moved 15 feet back away from Boylston Street, a distance Stern feels is more meaningful than the setback required in Scheme A.

When asked, Stern stated that he felt very comfortable with Scheme B and that he had in fact rejected the notion of pushing for the original scheme.

In discussing the side effects on St. James of moving the tower, it was noted that shadows on St. James would not be effected since the tower in north of St. James, but that the mass of the tower would be more easily felt on St. James. Views from the John Hancock Berkeley Building would also be reduced slightly.

Trinity noted that it liked Scheme B.

BBAC stated that at the base there were a couple of positive results: the pair of bays is preferable to the triplet bays; the entrances appear less attached/more in scale with the low rise.

Stern noted that the corner at Berkeley and Boylston has not been resolved but that the initial thinking is to create a 4-story bay resting in the carved out corner.

In responce to a question by BBA, Stern noted that a carved out corner at St. James and Berkeley will not be possible architecturally.

BBAC suggested that Stern look at removing the oriel windows on St. James.

PARAPET

Stern presented drawings showing the location of the project elevator penthouse in relation to the top of the building and how, if left exposed, that penthouse would be visible from most of Back Bay. Due to the penthouse's location near the edge of the roof, it is very difficult to conceal.

It was noted that the elevator overrun must extend 31 feet above the last stop (18 feet above the roof line). Other items which must be located on the roof include: fire stair exits; stair pressurization fans; certain exhaust; window washing equipment. The HVAC cooling system for the project is located as part of the Johnson building.

BSA noted that the white band parapet was the biggest expanse of uninterrupted white coloration in the building and seems somewhat out of scale with the other elements.

Stern will continue to refine the treatment of the parapet, but feels that it is an important architectural and cosmetic feature of the tower.

Attention was focussed on the setbacks located on the top floors of the building and on the "second pavillion" which is situated on the western side of the building top. Details in this area of the design are continuing to be developed.

MATERIALS

Stern discussed the changes that have been made reducing the amount of brick on the facade, and increasing the area of glass (which honestly reflects the "loft like" nature of an office building). The rhythm of the window sizes and groupings were also discussed; Stern feels that the variety of window treatments is meaningful and not arbitrary. Stern stated that the detailing of the windows is still in the early stages of design.

BBAC suggested that Stern look at grouping windows in vertical combinations similar to treatments found at Tremont and Winter Streets. Stern agreed to study this idea but noted that he had previously stayed clear of the notion due to objections raised about Johnson's use of two story window treatments.

There was discussion about the deceptiveness of the project rendering, in particular as a result of it's bird's eye viewpoint. Also, the angle selected shows the north side of the project which does not receive direct lighting, thus flattening the detailing and mass of the building.

BBAC noted that it is difficult to fully understand the implications of the schematic design without further development of certain areas at a detail level.

Stern stated that the brick color he will suggest will be rosier and less saturated than the color of brick used at the State House. Although mortar color selection hinges on the type of brick used, Stern is leaning toward a natural color of mortar.

RESOLUTIONS

DAP members expressed numerous positive opinions about the relocated Scheme B tower. Having received the consensus of the DAP members on the massing issue, the project team will now proceed with its submission of a schematic design package to the BRA which reflects those changes made in Scheme B.

The project team will release Stern to proceed with the development of details for further review by DAP. Stern will continue to work on the design development of the parapet and window treatments in an effort to gain DAP approval.

Although there is no written document outlining the future role of DAP, the project team stated clearly that the DAP will continue to meet regularly to review the progress of design development and to further discuss traffic mitigation in the Back Bay.

The next DAP meeting will be scheduled to discuss traffic; a date will be set after the project team has had a chance to meet with Dimino to discuss informally various traffic issues.

MEETING MINUTES
12 JANUARY 1988

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees

| | |
|---|---|
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Susan Prindle | Neighborhood Association of Back Bay |
| Richard Nemrow | Citizens for a Better New England Life |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
12 JANUARY 1988

SCHEDULE

Harrity outlined the upcoming city review and approval schedule for the project.

- Schematic design submission to the BRA - November 25, 1987
  (DAP members have received copies of this document)
- BRA submission of schematics to BCDC - December 22, 1987
- BRA Board plan approval - late February 1988
- Zoning Commission map amendment - late March 1988
- Board of Appeals review of exceptions - mid April 1988

Due to the non-existence of an operational BCDC, the BRA has suggested that this project (and other pending projects) be reviewed by a special design panel headed by the BSA. It is anticipated that this advisory panel will review the project during February and report to the BRA prior to the Board meeting.

In responce to a question posed by CBNEL, Harrity noted that the city review hearings will focus on the Phase II development, and will not include review of the first phase.

TRAFFIC

NABB stated that it has a problem with going before the BRA Board prior to reaching an agreement with the city on short term traffic mitigation. NABB stated that initial feedback from the Transportation Department regarding NABB's short term mitigation proposal has not been encouraging. This proposal has been approved by the NABB Board, but not formally reviewed by DAP. A copy of the proposal is attached to these minutes.

The project team is trying to set up a meeting with the Transportation Department to review the status of the project and to collect information related to various mitigation proposals. This information will then be reviewed with DAP so that a DAP position on traffic issues can be finalized and a working mitigation plan can be ironed out with the city.

BRA stated that the Transportation Department is now focussing on the NABB proposals.

CBNEL feels that NABB's traffic mitigation proposal is very modest and expressed surprise at the negative reaction received from the Transportation Department regarding that proposal. CBNEL is frustrated at the lack of attention the city is paying to traffic issues in the Back Bay and is looking for ways to galvanize a power base to gain appropriate action.

BBA noted that the city has responded to neighborhood and commercial sector requests for action on traffic matters by sponsoring the areawide transportation study for Back Bay. This study will incorporate NABB's 1986 work plan and has gotten the go ahead from the city.

CONTINUING ROLE OF DAP

Harrity stated that as in the first phase of the project, the BRA will maintain control over the development of aspects of the second phase which are used by or are visible to the public. Harrity proposed that DAP be involved in reviewing these areas through the design development phase.

BRA stated that it would be glad to have the input of DAP during design development.

Fallon suggested that DAP continue its involvement through the construction phase as a forum for community information flow.

STATUS REPORT

The project team requested that DAP issue an updated consensus/no consensus listing so that work can be focussed on open issues. The basis for this revised document could be the October 19 minutes altered to reflect progress made since that time. The project team will issue a draft of the statement to be reviewed and revised by DAP.

BBA noted that items which have not yet been agreed to can be thought of in two different ways: outstanding versus ongoing.

PRESS RELEASE

A revised version of the Constantino rendering was presented. This rendering will be given to the press for publication on January 24. Already, Stern has briefed Robert Campbell of the Globe and Paul Goldberger of the New York Times.

The project team will be presenting the rendering to the community at large at a reception with Robert Stern on January 22 at 5:30pm. All DAP members are invited to attend.

With the upcoming release of the project rendering to the press, DAP members may be asked to comment on the DAP process or current status. A revised consenus list was viewed as a useful tool to avoid misunderstandings.

DESIGN ISSUES

The rendering shows the movement of the tower 15 feet further back off of Boylston and the carved out corner of the base at Boylston and Berkeley Streets.

The rendering also shows that the "tourelle" on the western facade is now clad in light colored stone instead of brick. Stern has lightened the tower face by incorporating this lighter element.

CBNEL asked that more attention be paid to St. James Avenue. The project team noted that Stern is continuing to refine the elevation and entry along that side of the building.

NABB reminded the project team that the ratio of glass to solid needs to be carefully reviewed.

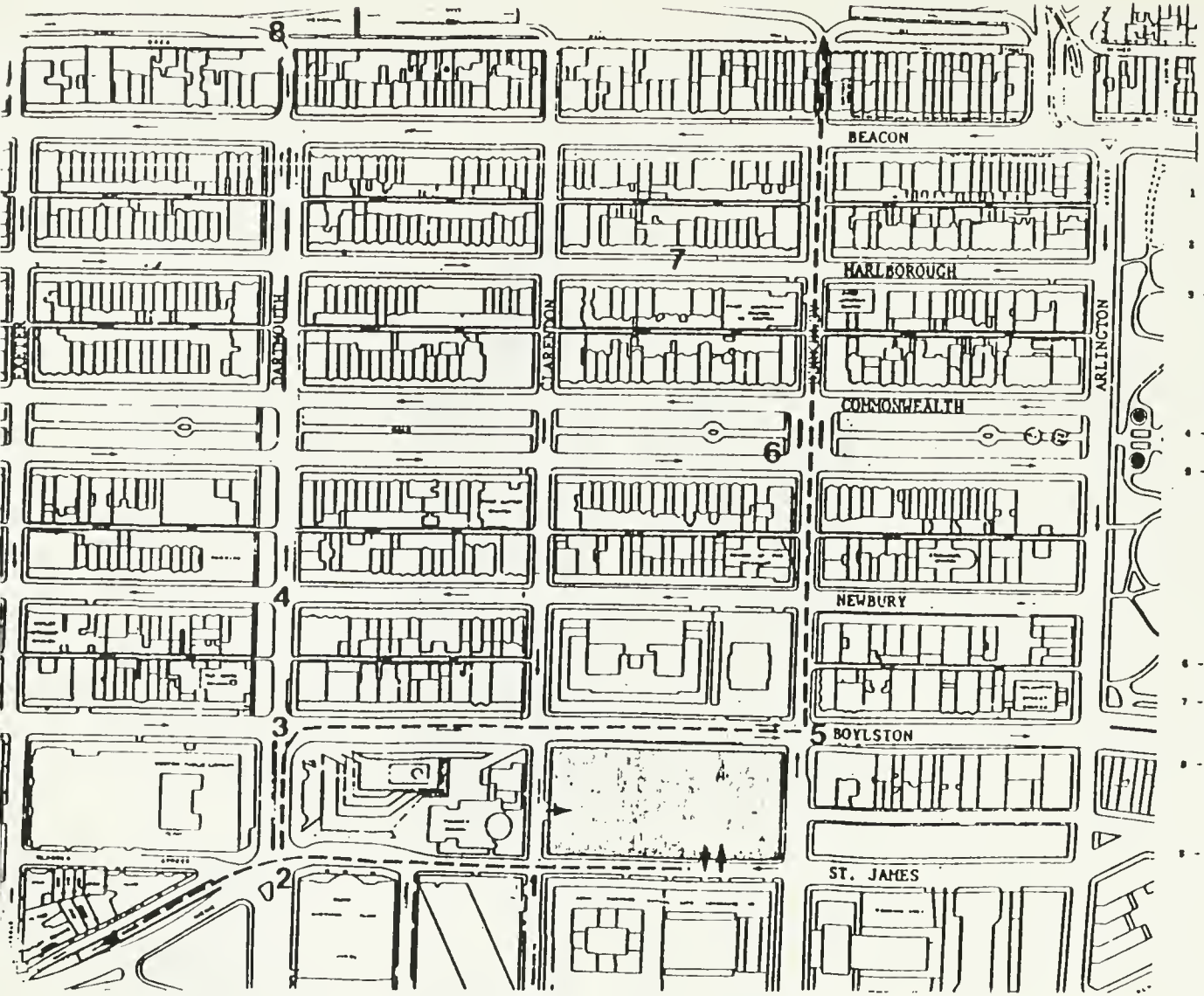
As a general comment, CBNEL noted that it is pleased with the DAP process and the resulting design, but is still concerned about traffic mitigation where less progress has been made.

LINKAGE

Harrity announced the Neighborhood Housing Trust has allocated the project's Phase I linkage dollars to two South End housing creation projects.

NEXT MEETING

Topics will likely include an update on progress with the Transportation Department and review of further design refinements. No meeting date has been scheduled yet.




# FIVE HUNDRED BOYLSTON SHORT-TERM TRAFFIC MITIGATION PROPOSAL

DECEMBER 1, 1987

1 - ST. JAMES AVENUE: Route signs to Storrow Drive Eastbound and Mass Pike Westbound.

2 - ST. JAMES AVENUE: Route signs to Storrow Drive Eastbound and Mass Pike Westbound.

3 - DARTMOUTH STREET: Route sign to Storrow Drive Eastbound;

Traffic signal timed for long right turn onto Boylston Street;

Right arrow for right-turn-only onto Boylston Street;

Move island to form two right turn lanes.

4 - DARTMOUTH STREET: Route signs to Mass Pike Westbound.

5 - BOYLSTON STREET: Restripe pavement:
Left turn only lane onto Berkeley (left lane)
Left turn and straight ahead lanes (center lane)
Straight ahead only lane (right lane);

Traffic signals timed for exclusive pedestrian phase;

Traffic control supervisor on site during PM peak.

6 - COMMONWEALTH AVENUE: No restrictions.

7 - MARLBOROUGH STREET: Study westbound reversal between Berkeley and Clarendon as an initial element of the city's Area-Wide Plan (AWP).

8 - DARTMOUTH STREET/ STORROW DRIVE: Block illegal entrance to Storrow Drive Eastbound;

Close exit from Storrow Drive onto Dartmouth Street

9 - OTHER INITIAL STUDIES OF AWP: a) Reversal of Dartmouth Street between Newbury and Boylston;

b) Reversal of Dartmouth Street between Newbury and Commonwealth;

c) Contraflow lane on St. James Avenue between Berkeley and garage entry;

d) Two-way St. James Avenue between Berkeley and Arlington.

MEETING MINUTES
18 FEBRUARY 1988

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees

| | |
|---|---|
| Homer Russell | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| James Kostaries | Boston Redevelopment Authority |
| Ann Gleason | Back Bay Architectural Commission |
| Susan Prindle | Neighborhood Association of Back Bay |
| Jonathan Greene | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Don Stanton | Trinity Church |
| Richard Nemrow | Citizens for a Better New England Life |
| Robert A. M. Stern | Robert A. M. Stern Architects |
| Ellen Coxe | Robert A. M. Stern Architects |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Greg Brown | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
18 FEBRUARY 1988

SCHEDULE

Harrity reviewed the following schedule dates:
- BRA Board Review of PDA Amendment - March 24
- APCC Review of garage exit change to St. James - March 14
- BSA Commission - no word on current status
- BCDC - no word on current status
- Phase I garage opening - mid-April
- Phase I tenants move-in - June/July
- Phase I retail openings - August
- Copley Square work complete - late 1988, without plantings
- MBTA work complete on Boylston - Fall 1988
- Contract document completion on Phase II - Late summer 1988

TRAFFIC

The project team has met with the Transportation Department to discuss mitigation measures and implementation schedules. At the request of the BTD, the project team has also summarized "history of the project" information and studies previously submitted to the department for its further review. The team is continuing to work with the department to finalize a mitigation plan acceptable to all parties.

NABB has met separately with Commissioner Dimino. The BTD has already committed to upgrading traffic patrols on Boylston Street.

DESIGN

Stern presented in more detail his idea for constructing the "tourelle" on the west facade out of a white stone material. He argued that the use of the light color works not only to lighten the overall coloration of the project, but also to give the tower a more slender profile along Boylston and a more varied appearance from Copley Square. The use of a light color also serves to emphasize the entry to the mid-block connection on Boylston.

Use of granite will be restricted to the lower two levels of the building; cast stone will be used on levels 3 through 6 and in the tower.

When asked about quality of materials, Harrity noted that the project is committed to using the best materials available, but that cost issues will also have to be considered.

BBAC was encouraged by the use of white in the tourelle and noted that the tourelle seemed integrated into the facade, not so separate as was the original concern.

BSA also expressed agreement that the lighter tourelle was a good move. BSA asked that the upper level articulations, size of fenestration, hierarchy of openings, etc... be further explored and develcped.

Stern stated that the current window design shows the cast stone lintels at 12" deep and the cast stone sills at 6" deep.

BSA noted that the Boylston Street elevation looks quite rich.

Harrity expressed concern that detailing of the stone needs to be as rich and not flat. BSA noted that stone can be detailed well, but that the key is in piecing and profiles.

Stern stated that he does not intend to use spandrel glass (except perhaps at the top floor where special care in detailing will be required). Stern is looking into the use of a clearer glass than that used in the Johnson building. Energy issues are being investigated.

Stern is reviewing alternate detailing for rustication at the lower levels.

NABB had questions about mullion layout and thicknesses. Stern noted that the "hefty" vertical mullions served to visually support the strip of stone above them. The horizontal mullion serves to give additional articulation to the window. The mullions will be aluminum and painted a light color to complement the adjacent stone coloration.

NABB expressed concern that the horizontal run of windows in the tourelle does not fit with the double and triple window configurations found elsewhere in the building. Stern noted that the effect of these windows was an interesting counterpoint to other fenestration in the building and also that the run of windows was in fact broken by the thick vertical mullions. Stern will study this area again.

BRA is very pleased with the project design and with the progress shown in the drawings presented. Comments from Director Coyle have also been very favorable.

In responce to comments about the repetitive nature of the Berkeley Street elevation, Stern stated that this is a highly articulated building and is in need of a balancing "quiet" side.

Stern presented two sketches showing perforations in the parapet in order to help reduce the apparent massiveness of this element.

Various concerns were raised about the window configuration, pilaster dimensions and window clustering at the top of the building and on the tourelle. Stern will focus on these design areas for review at the next meeting.

A preliminary model of the lower level oriel and bay windows was shown. BBAC noted that use of transoms on bay windows has been a very successful way to hide lighting elements, as well as to reduce the expanse of glass. BSA agreed that the expanse of glass needed to be reduced. Stern does not plan to use awnings at the lower level. Stern noted that street level materials selections have not been made.

Subtle exterior lighting is being investigated by Stern's office.

NEXT MEETING

Meetings were set for the following dates:
Wednesday, March 2, 6:00pm - Design
Thursday, March 16, 6:00pm - Traffic

MEETING MINUTES
MARCH 2, 1988

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

Attendees

| | |
|---|---|
| William Whitney | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Oscar Padjen | Boston Society of Architects |
| Stella Trafford | Citizens for a Better New England Life |
| Robert A. M. Stern | Robert A. M. Stern Architects |
| Ellen Coxe | Robert A. M. Stern Architects |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
MARCH 2, 1988

RETAIL AT 501 BOYLSTON

Harrity reviewed The New England's current position on the inclusion of retail uses at their 501 headquarters building. Provided that the economics justify the conversion to retail and that the future space needs of the firm can be satisfied elsewhere, The New England has taken the position that retail use on the ground floor is an acceptible strategy for 501. The New England is currently performing financial and layout feasibility studies. Although the focus of these investigations is on Newbury Street, retail on Boylston will also be reviewed. New England Life Hall and the office building entries on both Boylston and Newbury must be retained.

MHH
press announce ?
BRA ?

FAR SQUARE FOOTAGE

Harrity and Fallon reviewed discrepencies found in various square footage calculations which have been performed for both the western and eastern components of the project. A summary of the FAR issues was distributed and is attached to these minutes.

In December 1985, the project team agreed to reduce the overall project size from 1,300,000 square feet to 1,200,000 square feet. The project FAR was to be 8.75 or 1,200,000 divided by the site area of 137,000 square feet. This overall 8.75 FAR is equivalent to a 9.5 FAR for 50% of the site and 8.0 FAR for the other 50% of the site.

The current project FAR square footage totals 1,197,540, which is less than the 1,200,000 agreed to maximum and which also matches the overall 8.75 site FAR requirement. The certified FAR square footage of the western component is 694,922; the eastern component is 502,618.

Area calculation discrepencies were first brought to the project team's attention in January when the required FAR certification was performed for determination of linkage payments for Phase I as required by the project's DIP agreement.

Because the overall project square footage requirement was not exceeded and the 9.5/8.0 FAR split has been achieved, DAP members did not express concern about the current Phase II design with respect to FAR.

BSA noted that much of the FAR confusion has resulted from the shift of the Phase I project away from Trinity Church, a shift that was implemented in responce to public requests. Also, the configuration of the current Phase II scheme has received the scrutiny of numerous groups; consensus on this design makes the FAR issue moot.

If after further thought DAP members have questions about FAR, the project team would be pleased to review this matter.

DESIGN DEVELOPMENT

BBAC expressed concern that certain details will need to be reviewed carefully. The project team once again suggested that DAP members will continue to be involved in details as they are developed. Stern will also be a watchdog for the proper execution of design intent into the working drawings.

DESIGN ISSUES

Stern presented a revised parapet design which closes up the "balustrade" effect, leaving a pattern of deeply recessed articulations in the cast stone parapet. The open balustrade effect was discarded due to the elevator override, vent shaft and fire stairs, all of which are located just behind the parapet on the Trinity Church side. Open balustrades would provide unimpeded views of these structures from many locations throughout Back Bay and the city.

BBA suggested that an overly ornate top might compete with the Berkeley Building.

BSA asked about the window washing system. This item is being developed so as to be as unobtrusive as possible. Equipment will be stored on the roof, behind the parapet.

Stern presented some variations on the tourelle fenestration. He has eliminated some of the heavier vertical elements from the top of the building.

BBAC is concerned about spandrel glass at the double story glazing. Stern suggested the use of a "shadow box". This would permit the use of a clear glass.

BSA asked that Stern review the contemporary feel of some of the window which eliminated the vertical elements.

BBAC liked the way certain vertical elements were carried visually from lower floors up the top levels.

CBNEL asked that consideration be given to what will happen on the upper level setbacks. Although Stern hopes that corporations occupying the upper levels will use these setbacks as terraces, wind considerations may preclude active use of these areas.

Stern presented some developmental sketches of the low rise portion of the project, focussing on the oriels, bays and doors. As for fenestration materials, Stern is investigating ways to give painted aluminum a more "natural" look. Stern also proposed the use of a granite base at the sidewalk level with limestone rising above and covering the two levels of the building. BSA raised maintenance concerns for the limestone which is difficult to clean in case of defacement by grafitti and the like. Stern will consider the use of more granite, but is concerned about the more "ponderous" feel that material may generate.

The color of the oriel windows was shown to be a warmer bronze color than the earlier gray coloration. Although he would have liked to propose the use of lead coated copper or bronze for these mullions, Stern has investigated the cost of these materials and found them to be prohibitive. A GFRC material will likely be used at the top and bottom of the oriels and the top of the bay windows. This will permit more intricate profiles for these items. The use of awnings will not be encouraged.

BBAC noted that GFRC was utilized successfully to maintain more elaborate details in many restoration projects.

BBAC also expressed concern that the design intent of details needs to be more carefully executed than in some other Back Bay projects such as the Ritz addition and Exeter Plaza.

Stern has designed a 3x3 pane window for the second floor above doorways and a 2x3 pane window for the second floor above bay windows.

BBA noted that the second floor windows may not work well as retail display windows. The project team said that on Phase I they have found that retailers do not want these windows for display since they are so high. Newbury second floor window displays work better because they are usually only one half level up.

Snow drop off was discussed as a possible problem for the bays, oriels and window sills. BBAC noted that this problem has been tested in other Boston buildings and should not be a concern. Heat tracing was discussed as a possible responce.

Stern presented the major entry on Boylston noting that the columns flanking the entrance have been made thinner so as to be more in keeping with Bulfinch profiles. The columns will likely be made of cast stone with GFRC for the Ionic capitals.

Stern noted that the bays project 4 feet on Boylston and 3 feet on Berkeley.

NEXT MEETING

The next DAP meeting will be at 6:00pm on March 16. Traffic and architectural issues will be discussed.

FIVE HUNDRED BOYLSTON
TWO TWENTY TWO BERKELEY

SQUARE FOOTAGE FACT SHEET

| | |
|---|---|
| Approved PDA | 1,300,000 |
| Site Area | 136,996 |
| FAR | 9.49 |

| | |
|---|---|
| Approved PDA | 1,300,000 |
| Agreed Reduction | - 100,000 |
| New Area for Redesign | 1,200,000 |
| Site Area | 136,996 |
| FAR | 8.76** |

** Equivalent to 50% of the site @ 9.5 FAR
and 50% of the site @ 8.0 FAR

Agreement with the BRA:

1. Reduce project overall area by 100,000 square feet (December 1985)
2. Redesign the Eastern Component (December 1985)
3. Move the Western Component 15 feet to the east (spring 1986)

FIVE HUNDRED BOYLSTON

| | |
|---|---|
| Original measurements (approximate) | 710,000 square feet |
| Certified measurements for linkage payment | 694,922 square feet |
| Difference | 15,078 square feet |

Issues related to the variance:

(1) Original measurements by Johnson Burgee were rougher (not generated by computer).

(2) The movement of the building 15 feet into the second phase site accounts for the lost square footage.

(15 foot shift) x (250 foot site) x (6 stories) = 22,500 sq. ft.

TWO TWENTY TWO BERKELEY

| | |
|---|---|
| Instructions to Stern | 481,133 square feet |
| Original measurements (approximate) (does not include sq.ft. for atrium or public passage) | 492,500 square feet** |
| Certified FAR measurements (using computer) (includes area for atrium and public passages) | 502,618 square feet |

** This area does not include square footage for the public atrium or the public passageways through the site.

| | | |
|---|---|---|
| FIVE HUNDRED BOYLSTON | | |
| FAR square footage | 694,922 | square feet |
| | | |
| TWO TWENTY TWO BERKELEY | | |
| FAR square footage | 502,618 | square feet |
| | | |
| TOTAL PROJECT | | |
| FAR square footage | 1,197,540 | square feet |
| Site area | 136,996 | square feet |
| | | |
| FAR | 8.74 | |
| | | |
| AGREEMENT | | |
| FAR square footage | 1,200,000 | square feet |
| Site area | 136,996 | square feet |
| | | |
| FAR | 8.76 | |
| | | |
| FAR Phase I (50% of site) | 9.50 | |
| | | |
| FAR Phase II (50% of site) | 8.00 | |
| | | |
| Site average FAR | 8.75 | |

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

16 MARCH 1988

Attendees:

| | |
|---|---|
| William Whitney | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Tony Gordon | Back Bay Architectural Commission |
| Susan Prindle | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Richard Nemrow | Citizens for a Better New England Life |
| Robert A. M. Stern | Robert A. M. Stern Architects |
| Ellen Coxe | Robert A. M. Stern Architects |
| Tom Owens | Gerald D. Hines Interests |
| Greg Brown | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
16 MARCH 1988

GENERAL

DAP will continue its advisory role through design development. In particular, DAP will be actively involved in reviewing detailing for the exterior of the project, including the skin of the building.

The BRA Board hearing has been changed and is now scheduled for April 7.

At the APCC hearing on March 14, adjustments to the project's garage permit were approved. These adjustments include a reallocation of the 1,000 spaces between the two phases and the rearrangement of the Phase II garage exit from Berkeley to St. James Avenue.

DESIGN

Stern presented a large scale model of the typical tower window treatment. The model portrayed the general configuration of the mullions, glazing, lintels and sills. Exact materials and coloration have not yet been selected. The mullions showed a decorative element placed at the intersection of the horizontal and vertical memebers. The center "spine" of the vertical mullion was shown as being raised to help give the mullion surface additional articulation and shadow.

The mullions are located 4" to 5" back from the face of the brick. The lintel and sills project 1" to 2" from the face of the brick. The lintels are sloped away from the building.

The facade will be constructed of brick panels. Stern has proposed a system of joinery where the panels will meet at the center of the vertical "column" between the windows.

The current scheme shows increased glass area compared to the original proposal: glass 41%, cast stone 10%, brick 35%, metal 14%.

BSA raised the question of energy conservation as it relates to the window design. The project will most likely use a clear, tempered glass with a low E coating. The windows will be a 1" thick insulated structure.

BBAC suggested the use of more than one color in the mullion/frame system be investigated.

Stern will work to develop more detail on the special condition windows now that the typical window has been further refined. BBAC is particularly concerned about the spandrel glass condition at the upper levels of the building. Stern will look at ways to minimize the "spandrel look" at different times of the day.

In responce to BBA's question about window washing equipment, it was noted that the project will most likely have a button system incorporated into the curtain wall, not a continuous track system.

BSA raised the issue of porportion as it relates to mullion width vs. window opening. Stern noted that the 3" face dimension of the outside frame is substantial and he is not eager to increase the dimension. The "columnette" has a face dimension of 7". The overall window is 11'-8" wide and 9'-0" tall with a horizontal mullion located 7'-0" off the floor.

BSA would prefer larger vertical mullions, but is comfortable with the design as shown.

BSA asked for further discussion of the panel joint configuration and how to avoid a continuous line of control joints from overpowering the design intent of the brickwork. Stern stated that because of shipping constraints, single panels duplicating the 12'-10" floor to floor height will be difficult to achieve. He is continuing to investigate joinery patterns.

Stern presented elevations of the main lobby off Berkeley Street. He is using a "golden" vocabulary of marbles in the spirit of the Boston Public Library. The major columns were shown as banded with two shades of a yellow marble. GRFC/GRG will be used for complicated details located out of reach. A bronze color has been proposed for metal elements in the lobby. Gold leaf was suggested as a possible finish for the column capitals, but the project team voiced concerns over the cost implications of such a move. Ceiling configuration, lighting and the floor design have not been addressed yet.

To better describe the sequence of interior public spaces (not the detailing), Stern will bring a large scale study model to the next DAP meeting.

BSA encouraged the project team not to skimp on quality at the entry. Stern noted that he is looking to use bronze for the entry doors and revolving doors and possibly using wood for interior door frames in the public areas.

There will most likely be no security desk in the lobby.

TRAFFIC ISSUES

NABB reviewed comments made by Commissioner Dimino at the BBA meeting held last week. The areawide study is now underway and NABB has agreed to use the $75,000 project contribution to help fund the study. BTD is planning a traffic relief program for Boylston to improve "movement" along the street. Traffic management cadets are available and are being used in the evening rush hour at Arlington/Boylston, Charles/Boylston and Columbus/Stuart. Dimino has promised that when the staff expands, a cadet will be stationed at Boylston/Berkeley. BTD will be cracking down on valet parking services.

Construction management plans will be tougher. These are currently regulated by the Transportation Department and the Department of Public Works.

BBA noted that Dimino and PruPac are studying entry/exit scenarios for the Mass Pike at Arlington and Tremont. Bruce Campbell Assoc. is looking at alternatives to propose to the State.

NABB described progress that has been made on obtaining BTD approval of mitigation measures proposed by NABB. Dimino has stated that the Dartmouth Street exit from Storrow Drive is "closeable" and that he is firmly committed to acting on this measure. Boylston can be restriped at Berkeley when the T is complete their work in this area. Retiming of the St. James/Clarendon traffic light appears to be feasible, but BTD is concerned that the introduction of a pedestrian phase at Berkeley/Boylston will not work. BTD will approve signage directing cars from the garage away from the neigbhorhood.

BBAC raised a concern about cars exiting the John Hancock garage and then going the wrong way down Clarendon.

The project team has met several times with BTD to discuss garage management and mitigation measures. BTD has asked the team to review four proposals.

(1) Introduction of a bus turnoff on the site at St. James. This can be done, but at the loss of three trees and much of the open sidewalk area created on St. James by the Stern design. DAP members were decidedly negative about such a change.

(2) Construction of an underground connection between the project and the Berkeley Street exit to the Arlington T stop. This proposal appears to be infeasible because the Berkeley Street sewer runs across the path of the existing passageway and would force the connection to be located two flights below grade.

(3) T-pass subsidies. Although Harrity was not in attendance, in the past The New England has stated numerous reasons that it will not subsidize T-passes.

(4) Institute carpool programs. The garage management office will issue coupon books for carpools which will be used to pay for daily parking in the garage. Carpools must exit the garage with 3 or more persons to be able to use these carpool discount coupon. Carpools will be permitted to park on the first level of the garage while non-carpool cars will have to use the lower, less convenient levels of the garage. Car decals will be issued to carpools in order to permit verification that only carpool vehicles are parked in the carpool areas. The garage will permit carpools to be formed by non-tenant employees. The property management office will work to actively promote the use of carpools, not only to tenants but also to the Back Bay community through local publications and periodicals. Transportation information kits will be distributed with building gifts to each

occupant of the building on his/her first day in the project. These kits will include carpool information cards which will be used to build the carpool/vanpool data base. BBAC and BSA expressed support for the proposed carpool program.

NEXT MEETING

Wednesday, April 6 at 6:00pm at 535 Boylston. Stern will discuss more design development issues including: non-typical windows, panelization of the exterior, further refinement of the top of the building, interior lobbies including review of the groin vaulted area and the spatial sequence model.

DESIGN ADVISORY PANEL
FIVE HUNDRED BOYLSTON

6 APRIL 1988

Attendees:

| | |
|---|---|
| Homer Russell | Boston Redevelopment Authority |
| Cindy Schlesinger | Boston Redevelopment Authority |
| Marianne Abrams | Back Bay Association |
| Ann Gleason | Back Bay Architectural Commission |
| Susan Prindle | Neighborhood Association of Back Bay |
| Scott Smith | Boston Society of Architects |
| Robert A. M. Stern | Robert A. M. Stern Architects |
| Ellen Coxe | Robert A. M. Stern Architects |
| Michael Harrity | Copley Real Estate Advisors |
| Brian Fallon | Meredith & Grew |
| Tom Owens | Gerald D. Hines Interests |
| Mark Sears | Gerald D. Hines Interests |

MEETING MINUTES
DAP
6 APRIL 1988

PROJECT INTERIOR

Stern presented a large scale model of the level one and level two interior volumes. His presentation followed various circulation routes, focusing on the progression of spaces from the entries on Berkeley, St. James and Boylston, through the various public lobbies and up to the second floor atrium. The models presented were for spatial study purposes only and do not reflect the final detailing of the spaces.

Boylston Street lobby: security desk and directory board locations are being studied; floor surfaces are not designed yet; ceiling will most likely be flat, constructed of a hardboard material; second floor retail may have windows into the lobby.

Vaulted lobby at central stair: some columns are structural; a progression of lighting is being explored; likely use of sconces and some custom fixtures to light up into the vault; railings are to be bronze colored aluminum although the finish has not been selected; proportions of railing are being studied; the stair will most likely be constructed of stone.

Winter Garden: balconies are closed in on the long sides; short sides are shown as floor to ceiling glass; smoke exhaust is through the lunette at the short end of the atrium; acoustics have not been studied; a pool is proposed for the western side of the space; elaborate capitals are to be GFRC or similar material.

In general, Stern plans to use stone materials at eye level and below and to use GFRC type materials to create more elaborate detail higher up, where the material will be out of reach.

BSA questioned the interior facade treatments for the wintergarden. In particular, there was concern about the flat, more modern appearance of the fenestration and the inconsistency of expression of the adjacent faces of the atrium. Stern responded that the model is not meant to show the detailing of the wall and that the design is still being refined. Stern is inclined to retain some variation in treatment of the long side vs. the short side of the space.

EXTERIOR

Control joints will be required regardless of the method of brick construction.

Mortar color has not been selected, but Stern prefers a light color.

The project team is investigating the use of "lay up" construction for brick in the low rise (levels 1-6) and panel construction for the tower.

A detailed model of the tourelle fenestration was shown.

The parapet design has been further refined and was shown in model form. Included in the design are recessed rectangles and raised swags. BSA was pleased with the progress made in the detailing of this area.

BBAC expressed some concern about the receding configuration of the project cornices, in contrast to more traditional projected cornices.

Entry doors and frames for the ground level shops have been finalized and are now flexible enough to accommodate either single or double doors, depending on the retailer's preference. Raising the lintel was discussed, but Stern felt this might crowd the second floor window.

The bays at ground level are broader and deeper than the oriels above.

Stern is still investigating materials for the lower level stone. Although the graffiti problem has been considered, it does not preclude the use of limestone.

The project team stated that DAP would be asked to review curtain wall details and construction drawings for conformance with the design intent previously reviewed with DAP. In addition, although Jung/Brannen and Kendall Heaton will be producing the actual working drawings, Stern's office will be overseeing those production drawings and approving shop drawings.

BRA BOARD HEARING

The BRA Board hearing has been postponed to April 21. This meeting will review the project teams application for an amendment to the PDA plan.

The NABB Board has voted not to oppose the project at the BRA Board hearing.

The BRA requested that each DAP member obtain letters of support from his/her constituent group. These letters and opinions will be critical input for the BRA Board hearing. Each DAP member should plan to attend the Board meeting to state his/her group's position.

BRA will contact Trinity Church to obtain letter of support.

501 BOYLSTON

As stated in previous meetings, The New England is currently reviewing the financial and architectural feasibility of converting the ground floor of the 501 building to retail. Associated with this study is a review of the refurbishment of the Boylston sidewalk to conform with the Boylston Streetscape. Senior management at The New England is hopeful that this conversion will be feasible and can be implemented in the not too distant future.

As the conversion and sidewalk projects are developed, DAP members will be asked to provide design review.

Harrity will set up a meeting with BBAC and BBA to review the status of the sidewalk work at 234 Berkeley. It was noted that DPW has announced that it will support the use of Chelmsford grey stone in the owner's discussions with the MBTA.

TRAFFIC

Dimino has sent a letter to NABB outlining the short term measures which he will implement in responce to proposals put forth by NABB at the end of last year.

The project team has been meeting with Dimino's staff in an effort to craft an agreement on the scope of the project's transportation management plan. In addition to the garage management plan previously reviewed by DAP, the project team has proposed further incentives for carpool users. The project team has notified the BTD it will not support the proposals for an on-site bus turn-off lane, an underground connection to the Berkeley T station or for project subsidized T-passes.

SCHEDULE

The next DAP meeting will be scheduled for after the BRA Board hearing.

BSA and BBAC will try to meet on April 19 to review the current status of the Stern proposal with their constituencies. Stern may not be able to attend, but Ellen Coxe will be available to review the project and answer questions.

The BRA Board hearing on April 21 will be followed by a hearing before the Zoning Commission in early/mid May and finally by a hearing before the Board of Appeals roughly one month later.

Property Of
BOSTON PEDEVELOPMENT AUTHORITY
Library

**INSIDE:** Condo plan fo... St. exit ramp • ...nts • Propos... ...omen • ...

THE BOSTON TAB

25¢

Greater Boston's Largest Circulation Subscription Newspapers Delivered VIA U.S. Mail
Published Weekly by Tabloid Newspaper Publishers Inc
Newton, MA 02164
—One Section—
—plus 1 adv supplement—

# A Life Cut Short

## New England Life scales down Back Bay development plans

by Jonathan Wells

The developers of the $289 million New England Life office complex on Boylston Street have come up with a new and substantially smaller plan for the second half of their controversial project, The Tab has learned.

The two top executives of the New England Mutual Life Insurance Company and Gerald D. Hines Interests showed their revised and scaled-down proposal for "Phase II" of their Back Bay project to city officials in late December, according to sources familiar with the plan.

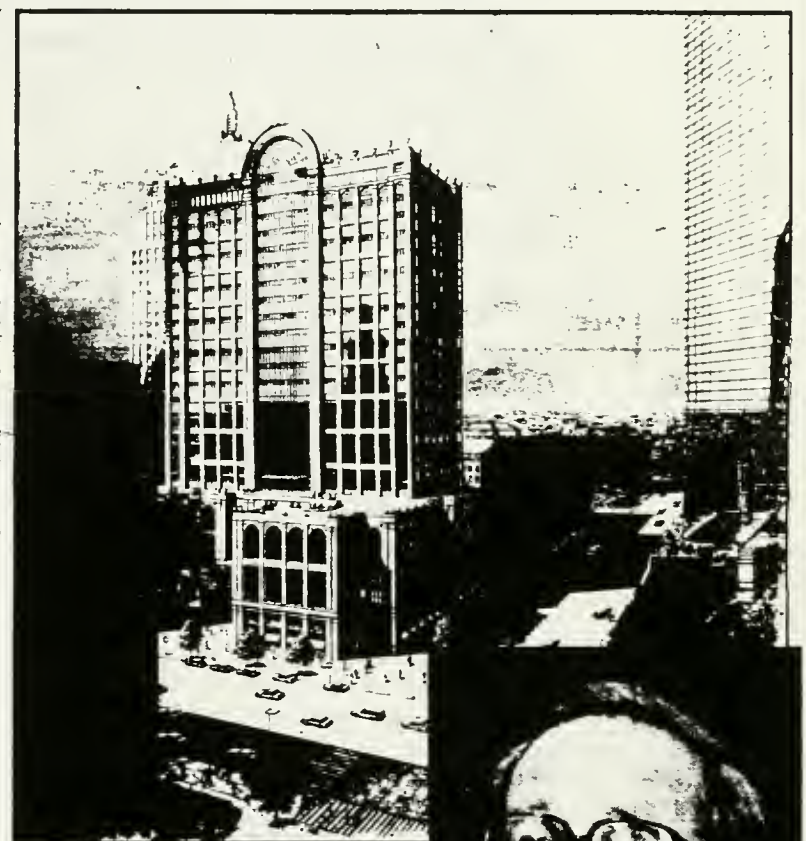
And last week the developers were gearing up for a formal unveiling of that redesign, which represents a significant reduction in size from the 330-foot-high, 25-story Phase II office tower they originally hoped to build. They are now ready to propose a 20-story, 255-foot-high building and have abandoned any efforts to build a twin to the Phase I tower currently under construction on the same Boylston Street block, according to sources.

New England Life board chairman Edward Phillips and Gerald Hines, chairman of the board of Gerald D. Hines Interests, met once in the fall with Boston Redevelopment Authority Director Stephen Coyle to discuss the redesign of the second New England Life building, sources say, and then again in December to uncloak an architect's rendering of the new plan.

City Hall sources say that in the course of the meetings with Coyle, Phillips and Hines agreed to abandon any pretense that they would try to build an identical mate to the Phase I tower. Their account is disputed by Joseph O'Connor, president of Copley Real Estate Advisors, the development arm of New England Life. "We have not in any way abandoned [the original design for] Phase II," he asserts. "We still have the legal right to build what was approved by the city."

But last fall, the developers held a design competition, received six entries, and later hired the team of Robert A.M. Stern Archi-

see **Tower,** page 16



**A new plan for the second half of the New England Life project in the Back Bay bears little resemblance to the complex's first tower, depicted above.**

**New England Life chairman Edward Phillips**

# Tower

continued from page 1

tects of New York and Jung/Brannen Associates of Boston. They chose not to retain nationally known architect Phillip Johnson, who produced the original, twin-tower design for the project.

Coyle would not comment on New England Life's decision to redesign the second half of its project, except to say, "They've been listening to the community." One BRA official, who requested anonymity, says the developer's new plan will be submitted to the BRA soon for design review.

New England Life officials confirm they have discussed Phase II with Coyle, but O'Connor maintains it is too early to say the developers have settled on a new design. "We think we have something better, but it's a concept, not a design," O'Connor says. "We've got a lot of work to do on it with a lot of organizations. If people agree that it is better, that is the direction we will go in."

New England Life spokesman Peter Harrington adds that the Stern "concept" would have to undergo more review by the company, the city and the community before it could even be described as a "preliminary design."

"We have a concept we think is responsive to discussions over the last three years, but it's not a done deal," Harrington says. "We are satisfied with the design [Johnson] did. We regret it caused controversy among some people, but we still believe in the design."

The new design calls for a 20-story building at the corner of Boylston and Berkeley Streets. The building would face Berkeley Street, unlike the original Johnson design which had both matching towers fronting on Boylston Street. It would include roughly 450,000 square feet — 100,000 square feet less than originally proposed — and have a floor-area ratio of eight. Floor-area ratio, or FAR, measures a building's mass by dividing its volume by the size of the lot it is built on.

The design also calls for the use of brick and marble — a departure from the rose-colored granite exterior originally slated for the entire project and still planned for Phase I. It includes a covered pedestrian walkway between the two New England Life buildings which would connect Boylston Street with St. James Avenue.

Because the developers have come up with a smaller building — which sources say is closer to what Coyle has in mind for the site — another contentious debate over the shape of the second phase of the project could be avoided, according to City Hall observers.

However, the initial response from the Neighborhood Association of the Back Bay indicates the project is not out of the woods yet. NABB chairman Paul Demakis says both Coyle and Mayor Raymond Flynn told NABB leaders last year that a new design for Phase II would be produced by a special design panel made up of five architects, one of whom NABB would select.

"I have no comment on the merits of the plan, because it has not yet been presented to us," says Demakis. "But what is happening raises a number of process questions. If this is simply a matter of New England Life developing a concept in anticipation of the design of Phase II by the five-member panel, we have no problem. But if, as we fear, this is just one more example of City Hall breaking its word to us, and the business community and City Hall making a backroom deal to be presented to the neighborhoods, we will be very angry and resentful."

Public discussion of the merits of the New England Life project — now entering its fourth year — has been long and contentious, prompting one group of unsatisfied critics to file a lawsuit against the city and the developers.

In the summer of 1985, the developers won what they believed to be the city's final approval for a $289 million, 1.3 million-square-foot office complex. The project's design featured matching 25-story, 330-foot-high towers on the block bounded by Boylston Street, St. James Avenue, Berkeley Street and Clarendon Street.

But the project drew virulent criticism from neighborhood leaders in the Back Bay and other nearby residential communities who argued that its design was out of step with Boylston Street and the historic Back Bay. They also asserted that its size would worsen existing traffic problems in the area. Last year, a group called Citizens for a Better New England Life filed a lawsuit aimed at halting and redesigning the project. The CBNEL lawsuit was rejected by a Massachusetts Land Court judge last year, but an appeal of the decision is scheduled to be heard next month.

In November 1985, citing his concern with traffic issues, Coyle withheld final design approval for the project and forced the developers back to the bargaining table. Several weeks later, the two parties emerged with an agreement which allowed the developers to begin building the western tower as planned, but required the creation of the design review panel to determine whether the Phase II tower should be redesigned.

It remains to be seen which of two possible design review committees will examine New England Life's new building scheme when it is ready for formal submission. According to the November 1985 agreement signed by Coyle and O'Connor, the special five-member design review panel was going to decide whether a redesign of the original plan is desirable. If the panel decided a redesign was desirable, it would set guidelines for the height, massing, design and use of Phase II, as well as consider the preservation of the five-story Colton building at the corner of Boylston and Berkeley Streets.

That panel has not been set up, and since then, Flynn has created the five-member Boston Civic Design Commission, which is now legally mandated to review designs for major development projects citywide.

# Architect replaced on project

A June 1986 drawing of the proposed New England Life building.

## N.E. Life design to be altered

By Anthony J. Yudis
Globe Staff

Developers of the $500 million New England Life project have severed their ties with architect Philip Johnson, whose design generated vehement opposition from Back Bay residents and architectural preservationists.

Joseph W. O'Connor, president of Copley Real Estate Advisors, the real estate arm of New England Life, confirmed yesterday that nationally known architect Robert A.M. Stern of New York City and Yu Sing Jung of the Jung/Brannen Associates of Boston, will collaborate on the design for the second phase of the building program. The new design will focus on a half block along Boylston Street bounded by Berkeley Street and St. James Avenue.

Under construction on the other half of the Boylston Street block, at Clarendon Street and St. James, is the first phase of the project, designed by Johnson and his partner John Burgee of New York City.

Back Bay residents were unsuccessful in stopping the project in court, and the first phase got city approval after New England Life and its copartner, Gerald Hines Interests of Houston, agreed to restudy the original Johnson-Burgee design.

The second phase originally was designed as a twin of what is now under construction.

O'Connor was reluctant to discuss the project plans because the

DESIGN, Page 8

PHILIP JOHNSON
**Design spurred opposition**

# Inside

Today: Real Estate

## Celtics beat Cavaliers in overtime

*The Boston Celtics barely managed to stave off the young upstart Cleveland Cavaliers, defeating them 133-128 in overtime. Page 21.*

## An appreciation of Ray Bolger

The late Ray Bolger, left, is described by the Globe's Jay Carr as Hollywood's greatest comic dancer. While he seemed like a natural for the role of the floppy scarecrow in The Wizard of Oz, Buddy Ebsen was who the studio had in mind and Bolger had to fight for the role. An appreciation, page 17.

## $82.6b trade surplus for Japan

Japan announced an unprecedented $82.6 billion global trade surplus for 1986, an 80 percent increase over 1985. Tokyo officials blamed the increase on recent appreciation of the Japanese yen and said called the surplus a "temporary phenomenon." Business, Page 29.

**Guide to features**


Arts/Films 17
Ask the Globe 70
Bridge 70
Business 29
Comics 70, 71
Classified 38-69, 72
Deaths 9
Editorials 10
Horoscope 70
Living 16
Sports 21
TV/Radio 35


1/17/37

# New England Life replaces Back Bay project architect

■ **DESIGN**

Continued from Page 1

developers, he explained, plan to initiate a dialogue with the neighborhood and public officials for design of the second building.

"I can assure we have no design at the moment. We do have some concepts which we will bring to the neighborhood for discussions," he said.

Johnson could not be reached for comment.

**Parking problems**

Opposition to Johnson's design – twin 25-story towers set back from an eight-story base along Boylston Street – was spearheaded by a Back Bay neighborhood group called Citizens For a Better New England Life.

The group criticized the size of the project and charged that it would result in chaotic traffic conditions and parking problems. The design itself was criticized as having a lack of respect for the character of Back Bay. Some critics derisively referred to it as looking like "twin Philco radios" of 1930s vintage.

The Boston Society of Architects alleged the design would damage the setting of nearby Trinity Church, turn its back on Copley Square and would erode the "ensemble" of Boylston Street.

Others noted the similarity between a design of an office project at a shopping center in Tyson's Corner, Va., to the New England Life design. But in Virginia there were three "Philco-like" building designs instead of two.

**Quote surfaces**

Critics of Johnson's other Boston design, for International Place, were handed a lot of ammunition from Johnson himself when a quote from the architect surfaced from a Virginia design conference. The conference participants questioned Johnson about how he settled on the present design for International Place. At one point his answer was, "I am a whore and I am paid very well for [designing] high-rise buildings."

According to several reports, a number of architects were interviewed for the New England Life design job before the developers selected Stern, who will be the principal architect for the project.

Stern's only designs in this area have been the pink and gray-striped Point West Place office building in Framingham designed for Hines Industrial of Cambridge and an office building in Newton Corner designed for The Druker Co. of Boston. He also is one of seven architects who are designing buildings for the Fort Point Channel Fan Pier project.

Yu Sing Jung is the principal designer for the Travelers Insurance Co. block on High, Purchase and Oliver streets that will house two office buildings. His company also designed One Post Office Square in the financial district.

# New look studied for N.E. Life

By GEOFFREY ROWAN

NEW architects have been hired to redesign the second phase of the controversial New England Life building in Boston's Back Bay, the developer said.

"We don't have a new design at this point. We have a concept that we think bears looking at from a public review," said Joseph O'Connor, president of Copley Real Estate Advisors, a subsidiary of New England Life. He said public reaction to the concept will be sought over the next few months.

Copley Real Estate Advisors and the Gerald D. Hines Interests are jointly developing the building, which as originally designed would have provided about 1.4 million square feet of space in two 496 foot towers at a cost of nearly $300 million.

Community and city reaction to the project was so negative that the developers agreed to consider redesigning the second phase if allowed to proceed with the first phase.

New England Life spokesman Peter Harrington said the developer has retained the Boston architectural firm Jung-Brannen Associates, led by president Yu Sing Jung, and the New York firm Robert A.M Stern Architects.

The original architect, Philip Johnson, was not asked about a redesign. Johnson has an international reputation but his work in Boston, which also includes International Place near South Station, has been widely criticized.

"Those two firms were selected because of their excellent reputations in what is known as contextual architecture, in designing buildings that fit into their surroundings," said Harrington. "We hired a new architect because we believe it's necessary to do that in order to take a fresh new look at a design."

He said Johnson's firm might not have been able to divorce themselves from the original design.

The building was criticized for, among other reasons, being too massive and creating a wall effect. Harrington said the new architects were directed to develop a concept that takes those criticisms to heart.

"We have, last spring reached an agreement with the city that said 'you New England Life and Gerald Hines Associates go ahead and begin Phase I of the first half of the block, and retain your right to build the original design as approved by the city,'" said Harrington.

"In exchange we agreed to take a look at an alternative design and we agreed that alternative design would be about 100,000 square feet smaller."

Should the developers produce a new design they want to use the plans will have to be submitted to the Boston Civic Design Commission, a 12-member design review board created to be the final voice on architectural design controversies in the city.

Although the developers insist they retain the right to build the project as originally designed, city officials have said privately that phase two must be redesigned.

"If that agreement meant they had the right to build phase two as presented I presume they would be doing it because it is very expensive to go back to redesign," said Susan Park, president of the Boston Preservation Alliance, a group which strongly opposed the development.

"I wouldn't think any company accountable to policy holders would spend money they didn't have to," she said.

Likewise Richard Nemrow, president of Citizens for a Better New England Life, believes the developers are committed to a redesign.

"They're being pushed against the wall so they might say (they can build as originally planned) to show they are being good guys by redesigning," Nemrow said.

The developers have already made significant changes from Johnson's 1983 design.

The height of the twin towers was eventually lowered to 330 feet and setbacks were increased but Back Bay activists insisted a building that large was inappropriate for their already-congested neighborhood.

In 1985 the developers and the Boston Redevelopment Authority announced that one of the two towers would be built but construction of the second would wait until a redesign and possible downscaling had been examined.

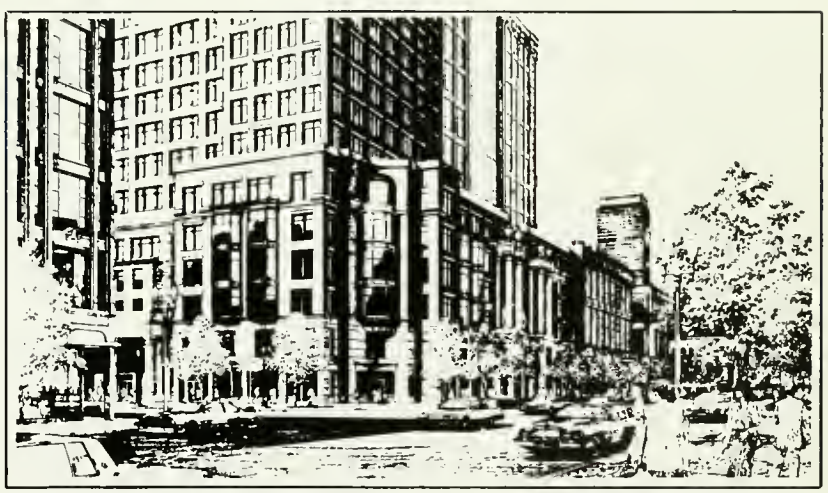
The Weekly Newspaper of Greater Boston

THE BOSTON LEDGER

VOL. 51, NO. 4 WEEK OF JAN. 30-FEB. 5, 1987 NEWSSTAND PRICE 25 CENTS

# Phase II co-op is key for TNE

**By Jack Malone**
**Ledger Staff**



**The cooperative effort between residents and The New England resulted in the redesigned twin towers. The first six stories are shown above. The finished design is shown on the reverse side.**

The New England (formerly New England Mutual Life Insurance Company) has learned to listen. It is a lesson learned by the difficult experience of communal opposition when the company initially proposed the construction of twin Boylston Street towers in their expanding Back Bay location.

In the mid-1980's, in the midst of a burgeoning downtown development boom, the company found that it had to go the extra distance to appease environmentally sensitive neighbors in order to erase communal opposition. The 153-year old insurance and finance firm did just that. The extensive review process, which brought together every imaginable person or group that would be affected by the construction of the towers, some say, is the only way to do business in the city today.

The year-long process which The New England went through, it says, should be the blueprint for any firm that wants to erect a building in Boston in the future.

The first tower, which is near completion and is set across Boylston Street from the firm's headquarters, was the center of a storm of controversy two years ago because residents felt it didn't fit architecturally into the neighborhood.

One group of Back Bay residents, Citizens for a Better New England Life (CBNEL), took The New England to court over the construction of the first tower. That move was unsuccessful but enough public furor arose over the project that city officials were prompted to step into the fray and advise The New England to seriously rethink Phase II of their building plan.

They did and everybody seems to be happier for the company's sensitivity. It was evidenced this week with the unveiling of the redesigned second tower which will be constructed on a 1.3 acre site facing Berkeley Street between Boylston Street and St. James Avenue.

The building will apparently be received favorably by residents of the Back Bay who once turned thumbs down on the twin tower concept for The New England corporate headquarters.

"The New England incorporated so many recommendations that CBNEL made such as the set back appearance, the street level facade and we liked the idea of turning the corner on Berkeley Street," said Herbert Gleason, who represented CBNEL in its suit to halt construction.

That was before the establishment of a Design Advisory Panel (DAP) and the briefings held with more than 125 community groups, neighbors, abutters, and any other party that was concerned with the project.

That was also before the original ar-

chitects Philip John and John Burgee were replaced by noted New York architect Robert A.M. Stern.

The redesign calls for a 310-foot, 22-story tower. It will be about 40 feet shorter than the first tower.

Also, it will be attached to the original tower and connected by a covered pedestrian passageway but the building will no longer be facing Boylston Street.

One of the community concerns that was incorporated into the redesign was that twin towers would block out too much of Boylston Street. Stern's adaptation was to have the building face Berkeley Street. It is now being called 222 Berkeley Street while the original tower under construction is known as 500 Boylston Street.

Many of the redesigned features are the direct result of revised design criteria based on community input.

Officials at The New England reject the notion that considerations made to Back Bay neighbors and residents meant going too far.

"We really wanted to be in Boston," said Peter Harrington, second vice president of Public Relations for the firm. "There is always a temptation to leave but we decided this is where we wanted to be," he added.

He noted how the firm had established an office in Burlington a number of years ago but that it now wanted to centralize its operations in the Back Bay.

The redesigned second tower, which will be presented to the Boston Redevelopment Authority for additional approvals next month, will contain 450,000 sq.ft. office space and 30,000 sq.ft. of retail space. Those dimensions are about 100,00 sq.ft. less than what was originally planned.

The first six floors bear a striking resemblance to the existing Colton Building on the corner of Berkeley and Boylston Street which is slated for demolition to make way for the project. That is because one of the hurdles that had to be overcome during the review process was the move by residents of the Back Bay to have the building designated a historical landmark in an attempt to block the construction of the second tower.

In April, the Boston Landmarks Commission refused to award landmark status to the 75-year-old building. It was the second time in as many years that the Landmarks Commission refused to do so.

But in an attempt to appease those who didn't want to see the building torn down, Stern has incorporated some of the features of that building into the new design. The bay windows, the treatment of a visible indented corner as well as the brick facade is the architect's answer to public concern over the loss of the Colton Building.

Above the sixth floor, the building has also been pushed back 15 feet. The set back treatment of the tower makes the tower a less imposing sight from the vantage point of the street.

The new tower will contain stores on the first floor so that the sense of Boylston Street as a shopping area – another notion promoted by area merchants and adopted in the redesign – will not be lost.

"We needed a building that would be economically viable and functional that also responded to neighborhood concerns," said Michael Harrity, a principal with the Copley Real Estate Advisors, a partner in the development team for The New England.

Harrity, who participated in the entire review process, said the attention to the concerns of the citizens was not a drawback. "We knew what we were getting into and with almost a full year of review we were able to make the major changes that were required."

"When we went in, we wanted to have everybody involved," Harrity said. "There was 100 percent effort on our part to have everybody participate."

"Our organization still exists and probably will continue to monitor Phase II," noted Gleason.

Although the development team has unveiled its plans to a favorable response, there is one aspect to the project that still leaves unanswered questions: traffic, a concern to most residents and merchants in the area, remains a major unresolved issue with at least one group who participated in the review process.

While a study to determine if some traffic patterns should be changed is ongoing, one neighborhood group is holding off on any public comment on the project.

"It is imperative that the development team and the city come up with a traffic mitigation plan. We are working with them on this issue but until it happens we won't support Phase II – no matter how aesthetically beautiful the building," said Paul Demakis, chairman of the Neighborhood Association of the Back Bay.

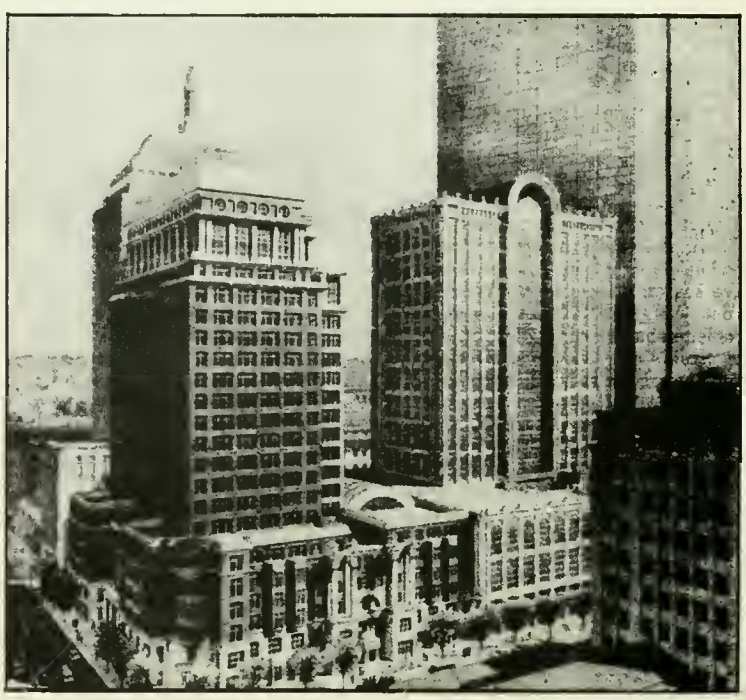
That concern was echoed by Gleason who said, "another concern to the neighborhood is the continued traffic congestion."

One feature in the second tower touted by all groups of the development is the off-street parking that will be built under the building. It is the intention of the group to utilize this facility for the neighborhood in a number of situations.

The New England has promised discounted parking for residents during off-peak hours, discounted parking for residents during snow emergencies, and the same for Trinity Church and neighboring churches during Sunday services.

The development team has also committed to cooperating with the city's Transportation Department and interested neighborhood groups to develop long-term traffic improvements. Along this line, they have contributed $75,000 to help fund the study.

"It's a fair fee," said Harrington. "If you are going to have a bearing on the problem, you have an obligation to contribute to the solution," he said.



# New architect's plan alters 2d phase of N.E. Life project

By Anthony J. Yudis
Globe Staff

The new architect for the New England Life project has prepared preliminary plans calling for a 22-story office building sheathed in red brick and fronting Berkeley Street, instead of Boylston Street, for the second phase of the massive Back Bay development.

The design change would create two apparently unrelated structures rather than the twin 25-story towers proposed by the original architects, Philip Johnson and John Burgee of New York.

By shifting the proposed second building 90 degrees, architect Robert A.M. Stern would create a 120-foot gap between the first-phase structure now under construction. The two buildings would be connected by a 90-foot-high base.

Johnson and Burgee's plan for the block – opposed by neighborhood groups and condemned by many architecture critics – called for twin towers parallel to and set back from Boylston Street, which would have created a wall effect running from Berkeley Street to Clarendon Street.

The first structure, now under construction on the Clarendon Street end of the project, will be sheathed in rose granite. The second building would be covered in red brick to blend in with nearby buildings such as the Ritz-Carlton. The windows of the first building will be two stories high. The windows in the second tower would be one story high and decorated with mullions.

The new design, now being shown to the Boston Redevelopment Authority and other groups in the Back Bay, is expected to be used as the starting point for a long community review process.

The developers, The New England (formerly New England Life) and Gerald Hines Interests of Houston, recently hired Stern, of New York, and Yu Sing Jung of Jung-Brannen Associates of Boston to replace Johnson and Burgee.

Kenneth Moczulski of Hines Interests said the new proposal was developed from design specifications taking into consideration much of the criticism of the Johnson and Burgee plan.

When the developers decided to change architects, according to Brian Fallon of Meredith & Grew, real estate consultants for the project, new design guidelines based on the criticisms "went out to six architectural firms who were asked to come up with a new concept."

The developers think Stern's proposal is a step in the right direction. "But we want to emphasize it is not a fixed plan and we are going out into the neighborhood to have a dialogue with the community," Moczulski said.

The preliminary proposal eliminates the Colton Building at Berkeley and Boylston streets, which some preservationists wanted saved. Fallon said five of the six architects eliminated the Colton Building.

Fallon said the developers did not mention the Colton Building when discussing the preliminary plans. He said the building has no landmark status and would be difficult to integrate into a more modern structure. In addition, he said, the project would lose about 125 parking spaces if the building remains.

Stern's building would be connected to the Johnson and Burgee building by a 90-foot high base, matching the base of the Johnson and Burgee building along Boylston Street. This would allow 92,000 feet of office space on stories three through six. These floors are to be occupied by The New England.

Moczulski said the proposed second building would be about 40 feet smaller than the first and would house about 500,000 square feet of office space and a 400-car, three-level underground parking garage. The total project will have space for about 1,000 cars.

The Stern proposal eliminates garage ramps on Berkeley Street and allows retail shops along Berkeley Street from Boylston Street to St. James Avenue. St. James Avenue and Clarendon Street would have car ramps.

While the Johnson and Burgee building will have an open courtyard fronting Boylston Street, the Stern proposal has an inner courtyard and a five-story atrium.

# Beats

*continued from page 2*

**John Demeter**, the change will be the first in the bi-monthly journal's history.

Calling the TV show a "tower of babble," Demeter claims its only purpose is to fuel a "cold war hysteria and mean-spirited worldview."

"Our whole effort these past 20 years," he says, "has been to uncover this country's hidden histories of resistance and radicalism, and this piece of warnography flies not only in the face of reality but history as well."

* * *

***A second Life.*** The second phase of **The New England** Boylston Street project will be discussed Tuesday at 5 p.m. at the offices of Gerald D. Hines Interests at 535 Boylston St.

The company will unveil their new scaled-down plans for the project, which has come under criticism for being too large for the Back Bay area.

BRA Director **Stephen Coyle** said two weeks ago (**Ledger, Jan. 31**) that a new community design panel will shortly be formed to review the second phase. Those plans are still in the works.

**At a recent reception honoring the 120th anniversary of The Boston Conservatory, Cablevision of Boston and the Arts and Entertainment Network presented a special documentary and the videotape series "Music of Man" to the Conservatory's library. From left are Lawrence Rasky, director of public affairs for Cablevision; Carole Kealy, national accounts director for the Arts and Entertainment Network; Dick Clark, general manager Cablevision; Massachusetts Lt. Gov. Evelyn Murphy; and William A. Seymour, president of The Boston Conservatory.**

# Lots & Blocks

## NY architect likes brick

New York based architect Robert A.M. Stern, who is designing the second Back Bay office and retail building for New England Life's 500 Boylston Street project, likes Back Bay buildings with red brick, such as the Ritz Carlton Hotel and the Bonwit Teller building.

And he indicated he is striving for a "Boston building" of red brick in his project.

But, at a press briefing last week, he gave low marks for other Back Bay buildings, including the Prudential Tower. It "will never be a fine building," he said.

Low marks also went to the Colton Building at Berkeley and Boylston streets, which would have to be razed to accommodate his project.

The New England (formerly New England Life) and Hines Interests hired Stern to draw up their second building, which originally was designed by noted architect Philip Johnson and his partner John Burgee.

Stern, who is also a professor of architecture at Columbia University, said the Colton Building "is not a great significant work of architecture."

Architect Robert A.M. Stern, in front of the New York skyline.

Groups opposing the Johnson design had rallied to retain the Colton Building and its many bay windows. Stern noted that the Colton does not bear any resemblence to the original building whose design, he said, did have some merit.

Colton's best features today are the windows, he said, and his initial design concept for a new building shows plenty of bays as well as Boston red brick.

He described his concept as having "many different kinds of bay windows that project out and are also buried in the mass of the building." Whether he will win over those groups that want the Colton saved remains to be seen.

Stern's new plan turns the second building 90 degrees from what Johnson had envisioned, and the red brick tower with white granite or marble trim on the base would face Berkeley Street.

Stern and the developers are beginning to show the new building concept to the Back Bay community in hopes of gaining the kind of support for the project that the developers never had from the community.

"The Johnson building is a fine building, but it raised problems with canyonization of the block if the second [Johnson] building were built." Stern contends that by turning the building 90 degrees, the canyonization effect is eliminated. The space between the two buildings becomes 120 feet, where it would have been 60 under the old plan.

The Johnson building features an open courtyard along Boylston which Stern predicted "will be one of the great public spaces in the city. I'm convinced."

Stern's concept features an inner courtyard in the form of a five-story atrium that starts on the second level of the building.

## Architect to be honored

The Boston Society of Architects will honor architect Benjamin Thompson at its president's reception Thursday evening in the Great Hall of the Quincy Market building.

Thompson, designer of the Faneuil Hall Marketplace and other similar projects, has been named the 1987 recipient of the American Institute of Architects' Firm of the Year Award, which he will receive at the institute's national convention in June.

– ANTHONY J. YUDIS

Globe 2/22/87

VOL. 50, No. 7 · WEEK OF FEBRUARY 21-27, 1985 · NEWSSTAND PRICE 25 CENTS

IN THIS ISSUE 36 PAGES

JULIA SHAPIRO PHOTO

Hart in Hub: Page 7

# Revised N.E. plan is praised

By John Shaw

Officials from The New England officially unveiled this week their new preliminary design for Phase II of their Boylston Street project. Judging from the initial reactions of some neighborhood groups, it appears the Robert Stern plan is much more acceptable that the original plan which received much scorn.

"I think it was very favorably received," said Marianne Abrahms, executive director of the Back Bay Association. New England officials presented the plan to her business group on Wednesday.

"The fact the [new design] is entirely oriented to Berkeley Street gives it a new look," she said. "It's very pleasant."

Unlike the original "twin tower" design by the New York architect team of Philip Johnson and John Berge for the 500 Boylston Street site, which fronted the street, the Stern design basically turns the building 90 degrees onto Berkeley Street. The main entrance will be on that street with a passage through an inside atrium on the second floor running between Boylston and St. James streets.

Additionally, the new design has the building at 22 stories, three shorter than the original plans for the second building, which is identical to the Phase I building currently under construction. It also will be set back on three sides away from the street. It is an effect, Stern told a group of reporters Tuesday, that he hopes will create less of an image on heavily-massed Boylston Street.

"This may be the last chance for St. James to be nice [street]," he said, adding, "We wanted to create a wall [on Boylston] but not so much a consistent wall. It makes the building slightly residential [by having] the [wall] break-up closely related to 25 and 50 foot buildings." Many of the buildings on Boylston are that height.

**Phase II will have its main entrance on Berkeley St., decreasing Boylston St. "canyonization."**

Stern also said turning the building's front onto Berkeley doubles the distance between the Johnson and Berge building to 120 feet, breaking up the street even more. From the ground level, he said, the pedestrian gets the impression that he is looking at a six-story building.

The set back will widen the sidewalks and reduce the canyonization effect that residents felt would

*continued on page 12*

# Life

*continued from page 1*

have been created with the twin tower design.

It will also, he said, allow the old John Hancock building to be seen from Cambridge and other locations. Under the twin tower plan, the Hancock building was almost totally blocked from that side of the Charles River, a location he called one of Boston's "picture postcard views."

The proposed design also calls for bay windows of varying sizes and a white two-story base with red brickstone that is similar to many of the Back Bay buildings. The original 400-car garage entrance onto Berkeley will be eliminated; cars will now enter and exit using a St. James ramp, a move that will prevent cars from having to drive through the heart of the Back Bay to reach the Massachusetts Turnpike.

"I think the changes they have made are very much in keeping with the architecture of the Back Bay," said Deinna Shoss, executive director of the Newbury Street League. "[The turn] looks like a good idea because there is not as much massing on Boylston Street. It cuts down on the massiveness of the structure."

**"I think it is virtually unprecedented to change a building [at this stage]." To come in here is very sensitive and unusual."**
**—Robert Stern—**

"It's a much slimmer effect," added Abrahms. "There's a very different feeling to it The whole building comes out very separate from Phase I."

New England officials were reluctant to distribute drawings of the plan to the press, fearing the public would feel the plans were already set in concrete when in fact, they say they are only in the preliminary stage of the design.

"I think it is virtually unprecedented to change a building [at this stage]," Stern said. "To come in here is very sensitive and unusual."

**Soon, this hole will be 25 stories high and half a block long.**

Of course, it was a large community outcry that produced New England officials in December of 1985 to reassess Phase II and begin looking towards building something other than a duplicate of the Phase I structure.

Peter Harrington, director of public relations, said he will continue to present the new design to the community. Any viable design changes that result from these meetings will be incorporated into the plans, he said.

The building will also have to undergo design scrutiny from a new design panel that BRA director Stephen Coyle announced would be formed two weeks ago. The panel will consist of a member from the Neighborhood Association of the Back Bay, The New England, the Back Bay Association, Trinity Church and the Boston Society of Architects.

The design will also be reviewed by the Boston Civic Design Review Commission.

**What it looked like before construction.**

# UPDATE BOSTON

## NEIGHBORHOOD NOTES

PHOTO BY CHRIS STANLEY

**Are Back Bay businesses carrying their weight when it comes to reducing traffic congestion?**

### Most Back Bay Employers Make No Effort to Reduce Traffic

More than two-thirds of the employers in the traffic-plagued Back Bay are making no efforts to reduce traffic levels in their business district by encouraging employees to take public transportation or join car pools, according to a recent study by the Boston Redevelopment Authority.

The BRA study also found that nearly one-third of all employees working in the Back Bay get to their jobs by automobile.

In a draft version of the BRA's Boston Office Market Survey for 1986, agency researchers found that 68 percent of the 69 Back Bay firms interviewed said they offered "no transportation programs at all" to their employees.

"Companies in the Back Bay exert little effort to provide relief for commuter congestion destined to worsen as new office buildings such as International Place and Rowes Wharf come on line," the study states.

The Back Bay commercial corridor is expected to have the lowest office vacancy rate in the greater Boston area by the second quarter of 1990, despite the scheduled construction of 1.4 million square feet of new, first-class office space during the last four years of the decade, the study predicts.

Boylston Street, the spine of the Back Bay business district, is serviced by the MBTA's Green Line, but only 3" percent of the people working there ride the MBTA to work, the study found.

Twenty-eight percent of the businesses sampled said they have instituted staggered work hours for their employees and 10 percent said they make MBTA passes available to their workers. Only one percent of the firms said they provide bulletin boards listing transportation alternatives and another one percent said they have adopted a four-day work week.

But apparently some of the Back Bay's largest employers, most notably the three major insurance companies headquartered there, have instituted transportation programs for their employees.

The New England (formerly New England Mutual Life Insurance), John Hancock Mutual Life Insurance Company and Liberty Mutual Insurance Company all have transportation programs, according to Marianne Abrams, executive director of the Back Bay Association.

Last fall, The New England installed a new, computerized transportation information system. The program, which utilizes computer software developed by an organization called CARAVAN, is designed to match up an employee's commuting needs with the most appropriate and efficient mode of transportation available. Computer data cards filled out by employees are fed into the system and each worker receives a printout of transportation alternatives which may identify potential car pool companions.

The New England's program — called Computer TIPS — is available to any employee in the Back Bay, in addition to the insurance company's 3,000 Boston workers. The company will also automatically deduct the cost of MBTA and commuter rail passes from its employees' paychecks.

Abrams points out that many of the Back Bay businesses not offering transportation programs to their employees are small operations. "The Back Bay has a lot of small businesses and many of them probably don't have employee transportation programs," she says.

In fact, 35 percent of the Back Bay firms interviewed by the BRA are small business-service companies working in areas such as public relations, advertising, personnel and data processing. The Back Bay's biggest employers are insurance companies, which employ 77 percent of the workforce there and occupy 53 percent of the Back Bay's office space, according to the BRA survey.

*— J. Wells*

### Historic Allen House Attracts Potential SENHI Bidders

The boarded-up nineteenth century Allen House at 1682 Washington St. is one of the prized jewels of the South End which may be restored if one of a number of South End groups gain development rights for the unique building.

The former home of furniture dealer Aaron R. Allen, and later a fashionable club for prosperous South End men, may be resurrected and renovated into housing, office space, or maybe even a day care facility.

These are some of the ideas being tossed around by several South Enders scrambling to work out a financial package to propose to the Boston Redevelopment Authority which now lays claim to one of the only free-standing house in the South End.

The Allen House, which has fallen to decay over the last decade, is one of 12 BRA-owned properties that the city plans to sell off and have developed as part of its South End Neighborhood Housing Initiative. The development of the 12 parcels represents the first phase of a two-phase plan that calls for the development of 70 city-owned lots into affordable housing, commercial space, public gardens and open space.

Hoping to have a say in what becomes of the historic landmark built in 1959, is a newly formed minority women's development group called Equinox and the South End Historical Society. Sources say South End resident David Parker, a noted conservative, plans to bid for the property as well, but Parker denies having any such intentions.

Myra McAdoo, one of the founding members of Equinox, says the women's group is seriously considering making a bid for the Allen House, but notes the group is eyeing other SENHI sites as well. She says that Equinox would like to see the building house office space for new, growing businesses on the top three floors of the four-story building and a day care facility on the ground floor. And she says she would like to see the one-time dance hall that was added to the building at the turn of the century preserved as a meeting hall for community groups, so that the building is open to the community.

In order to finance such a project, McAdoo says Equinox would apply for a grant to renovate the building and consider working jointly with either a non-profit or for-profit development corporation to complete the project. But the group is still in the organizational stages and researching all the alternatives.

Similarly, the South End Historical Society is at the preliminary stage of researching the feasibility of renovating the site and converting it into housing, says member Susan Park, who adds it's still undecided the historical society will definitely bid on the site.

Society president Arthur Howe notes that a study done in 1980 to establish the cost of reconstruction of the site revealed it would run close to $1 million. "Today it surely would cost millions," says Howe, adding that this raises questions about the feasibility of converting the site to housing, especially low- or moderate-income housing.

Since preserving the historic site is a shared priority between the two groups, McAdoo says Equinox has considered working together with the historical society, though she says she has not approached any of its members about it yet.

*— A. Kinnane*

### Architects Unveil Plan for Phase II of New England Life Project

Back Bay neighborhood groups are cautiously optimistic about scaled-down designs for completion of the huge New England Life project.

Developers and architects for the $289 million Boylston Street project pitched the latest design plans to neighborhood groups and the media in a series of presentations last week.

While the project originally called for twin towers on Boylston Street, the new plans for phase two substitute a smaller building fronting on Berkeley Street to complement the Boylston Street tower now under construction. Architects have scaled down the originally planned 25-story tower to a 20-story building and have reduced its mass by 100,000 square feet.

"We've created a building which is responsive to the immediate building being built and to Boston in general," says architect Robert A.M. Stern of New York's Stern Associates, who unveiled the revised plans along with co-architect Yu Sing Jung of Boston's Jung/Brannen Associates.

While leaders of the Neighborhood Association of the Back Bay declined comment on the re-design pending full review by their board, several neighborhood activists appeared pleased with the way the architects addressed concerns about size, traffic and materials have been addressed.

"I think it was very well received by the board," says Marianne Abrams, executive director of the Back Bay Association. "They've listened very carefully to our concerns."

One potential sticking point may be the fate of the Colton Building on Boylston Street, which some area residents want to preserve. Current plans call for the building's demolition.

Stern says his design for the second building will encompass some of the architectural designs found in the Colton building such as the bay windows in hope that it will "assuage" neighborhood concern. He notes that the Colton building "is not a great significant building, architecturally."

The first half of the project, a 25-story office and retail building, designed by architect Philip Johnson, is currently under construction at the corner of Boylston and Clarendon Streets.

Plans for a twin to the Johnson tower were scrapped last fall after virulent neighborhood opposition. Neighborhood leaders charged the plan was too large and out of step with Back Bay architecture.

The developers, New England Life Insurance Company and Gerald D. Hines Interests, chose not to retain Johnson for the second phase of the project, but instead selected the Stern-Jung Brannen team to finish the job.

According to Stern, the new proposal calls for use of red brick with white marble trim in the new building. The red brick, says Stern, is in keeping with traditional Boston architecture and will complement the rose granite being used in the building already under construction.

A pavilion with portholes will grace the top of the new building. Retail shops will line the ground floor, and an enclosed "winter atrium" is planned for the second floor. The plan also includes a covered pedestrian walkway between the two buildings at ground level connecting Boylston Street with St. James Street.

*— A. Kinnane*

The Boston Tab (ISSN 0745-2055) is published by Tabloid Newspaper Publishers, Inc., 1254 Chestnut St., Newton, MA 02164, weekly. Second class postage paid at Boston, MA. Postmaster: Send address corrections to The Tab, 1254 Chestnut St., Newton, MA 02164. Tabloid Newspaper Publishers, Inc. assumes no responsibility for mistakes in advertisements but will reprint that part which is incorrect if notice is given within three work ng days of the publication date. Copyright 1987 by Tabloid Newspaper Publishers, Inc. All rights reserved. Reproduction of any part of this publication by any means without permission is prohibited. Printed for The Tab by Boston Offset. Subscriptions outside of our circulation area cost $15 per year. Send name, address, and check to our main office attn: Subscriptions.

# Cambridge firm to make traffic study of Back Bay

THE CITY'S Transportation Department recently selected the Cambridge consulting firm of Cambridge Systematics to conduct a $325,000 traffic study for the Back Bay, according to Karen Anderson, a department spokesperson.

Part of the long-range study will focus on potential traffic problems related to The New England insurance company's large office and retail complex now under construction on Boylston Street. Other parts of the study will explore ways to route cars through the neighborhood without encouraging traffic on smaller residential streets.

Neighborhood residents have suggested better signs to direct cars toward the turnpike, Storrow Drive and other main roads; new traffic signals and other measures to cut down through-traffic on streets, such as Commonwealth Avenue and Marlborough Street.

Members of the Neighborhood Association of the Back Bay asked the city to pursue the study to find solutions to the area's traffic problems before The New England project and other large developments in the Back Bay were completed.

Representatives of NABB and the Back Bay Association reviewed proposals from four consulting firms with city transportation officials before selecting Cambridge Systematics.

The study will be paid for with a combination of private and public money, according to Anderson. After extensive discussion with city officials about the scope of the study, NABB may donate $75,000 in funds from The New England slated for a traffic study related to that project.

— LAURA BROWN

Sunday Boston Herald
DOWNTOWN
Sunday, April 26, 1987

## METRO UPDATE

# New Back Bay Station set for preview on May 1

DOWNTOWN residents and commuters are invited to a special preview of the just-completed Back Bay Station, on the MBTA's new Orange Line.

The Back Bay "T" Party — sponsored by the Back Bay Association (BBA), local developers and insurance companies — will be held May 1 from noon to 2 p.m. at the new station on Dartmouth Street.

Billed as a celebration of "the revolution in public transportation," the event will feature music by the Charles Street Jazz Band and free raffles for more than 75 prizes donated by local merchants.

"We want to encourage commuters to Back Bay to learn about new commuting options and to consider public transportation," said Marianne Abrams, BBA executive director.

Sponsors include the Druker Co., John Hancock Mutual Life Insurance Co., Gerald D. Hines Interests, Liberty Mutual Insurance Group, the New England, Prudential Realty Group and UIDC Management Group.

METRO

**COAST TO COAST, HERE IS WHAT'S SHAPING THE METROPOLITAN STATE OF MIND**

CITY REPORT

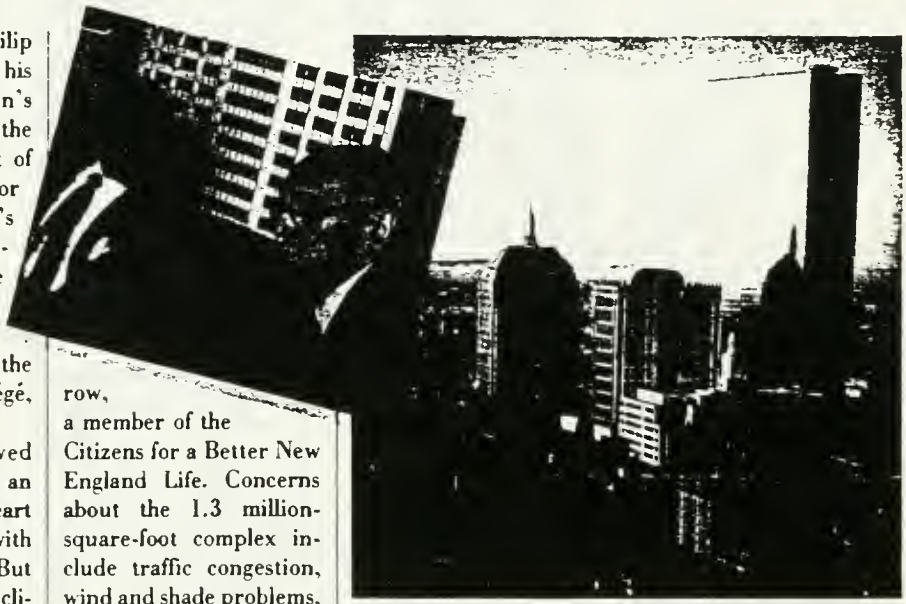
## PHILIP JOHNSON AND THE BOSTON TEA PARTY

INDOMITABLE Philip Johnson recently met his match when Boston's feisty citizenry halted the full-scale development of his massive design for The New England's (formerly New England Life Insurance Co.) new office complex. Instead, Johnson will have to share the site with his protégé, Robert A.M. Stern.

Johnson's approved plan would have filled an entire block in the heart of elegant Back Bay with two 25-story towers. But there are always two clients for any major new city building—the paying customer *and* the public.

Since 1982, when the project was launched, citizen groups have lost three suits to curtail development; two are being appealed. "The main objection has been its sheer scale," says Realtor Richard Nemrow, a member of the Citizens for a Better New England Life. Concerns about the 1.3 million-square-foot complex include traffic congestion, wind and shade problems, and harm to historic neighboring buildings, including Trinity Church (which some say has already been endangered by initial excavation).

"If The New England had asked for input from [the community at] the outset," said Nemrow, "the architect would have had to come up with a design within clear constraints instead of a monument to his own vision."



PORTRAIT BY JON NAAR

**Less is enough: Philip Johnson with Robert A.M. Stern (left) and rendering of his now-solo tower (center).**

The New England decided to compromise. Johnson's first building—of rose-colored granite with Palladian arches, classical symmetry and a keyhole-shaped courtyard—will rise as planned from the back of a six-story base. The design would have been repeated on the rest of the site, like bookends. Instead, The New England quietly held a competition for a "fresh" approach to Phase 2. When Stern (with Yu Sing Jung of Boston's Jung Brannen) won, it seemed an amicable passing of the torch.

"Bob Stern is one of my best friends and was the brightest student I ever had at Yale. But I feel disappointed, and a little hurt," admits Johnson, who hasn't exactly endeared himself to Bostonians. Many have never forgiven his mammoth addition to McKim, Mead & White's Public Library. His design for International Place, under construction on Boston's waterfront, has critics too—including Johnson himself. At an architects' conference, he described it as "two-million-god-damn-square-feet that should not be in this part of Boston."

Robert Stern's scaled-down design—a brick building with broken elevations and a quirky roof with a profile as unruly as Beacon Hill's—does seem more sensitive to a prickly site. It sets back a bit from the Johnson building, breaking up the solid wall effect—and perhaps giving homage to his former teacher. Drawings are now being reviewed by citizen groups, but the developers and city officials seem pleased. And Johnson? "Naturally I don't like Bob's building—but that's because we didn't design it."

*—Deborah Daw*

HOUSEHOLD WORD

### TANNIN

*The astringent organic compound that gives a young bordeaux its muscle and contributes to the wine's flavor as it ages. Tannin is found in roots and stems, fruits, nuts, tea and coffee (wine derives tannin both from the crush and the oak barrels it is aged in). Those prone to iron-deficiency should forego tea and coffee with meals, since tannin has been tied to low iron absorption.*

WILLIAM LOW

# Office project delayed by tower shift

## REAL ESTATE ROUNDUP

By JACK MEYERS

THE DESIGN of the New England's second office building at 222 Berkeley St. has hit a last-minute snag, and developers say a final design plan is "at least four to six weeks away."

Renderings and models of the 481,000-square-foot proposal were expected to be submitted formally to the city as early as a month ago, but a five-member design-advisory panel has asked that the structure's 22-story tower be shifted toward St. James Avenue to give Boylston Street "more breathing room."

"We worked very hard at getting setbacks in the Boylston Street" interim zoning package, said Paul Demakis, chairman of the Neighborhood Association of the Back Bay, who has served on the design panel. Pushing the tower toward St. James will enhance "the visual and pedestrian environment."

The panel — comprising local officials and business leaders, architects and a Trinity Church representative — has indicated suppport for the building's height, massing, materials and reorientation along Berkeley Street.

Michael Harrity, a principal with the New England's real-estate arm, Copley Real Estate Advisors, said the group also has asked developers to explore redesigning the roof and changing the facade's ratio of brick to stone.

"We recognize that these are important concerns, not just detailing," said Harrity.

A tentative consensus on the controversial second phase of the $300-million project had been worked out two months ago, Harrity said. He predicted achieving a new agreement would take at least four weeks, but said construction may still be possible by next summer, as planned.

The project, a joint venture of the New England and Gerald D. Hines Interests, has been the subject of several lawsuits over the past five years.

Harrity said developers wanted to avoid making a "canyon" of St. James Avenue, but want to explore the merits of moving the building's high-rise section.

While trying to iron out plans for the second phase, leasing of the project's first phase — scheduled for completion next May — is rolling along.

The New England will occupy much of the 25-story high-rise at 500 Boylston St., moving a division in Burlington into the Back Bay. Massachusetts Financial Services Co. also has signed a leasing agreement for office space, and Talbots and Bonwit Teller will be relocating to the building as well, Harrity said.

Skipjack's has also applied for transfer of a liquor license to 500 Boylston St., but Harrity would not comment on whether the seafood restaurant has leased space in the building.

## Real estate sales of the week

**A ONE-BEDROOM condo at 19 Salutation St., in the North End, featuring parquet floors and a marble bathroom, sold recently for $125,000.**

**Highlights of 560-square-foot unit are an eat-in kitchen with all appliances, a common roof deck and a living room with views of Boston Harbor. A washer and dryer, plus storage space in the 16-unit brick building's basement came with the condominium.**

**Reay Forsyth with Anzalone Realty was broker for the sale.**

□□□

**AT the other end of the downtown real-estate market is the recent sale of a two-bedroom Back Bay condominium for $435,000.**

**Featuring hardwood floors throughout and a large, paneled living room with a working marble fireplace and a bay window overlooking the Charles River, the 1,744-square-foot unit includes a large master bedroom overlooking Beacon Street, a second smaller bedroom and a parking space.**

**Joan Slater of Hunneman & Co. was listing and selling broker for the unit at 236 Beacon St.**

THE BOSTON TAB
December 15
1987

# Scaling up the Avenue

## Boylston St. businesses to dress up images

By Jill Gambon

Newbury Street, move over. Here comes Boylston Street.

Boylston, long the poor relation of posh Newbury Street, is getting the upscale treatment. In the heart of Boston's red-hot real estate market, the stretch of the street running from Massachusetts Avenue to the Public Garden is finally coming out a haze of development. And if all goes according to plan, Boylston Street will emerge with new developments, a number of new tenants, a new convenuon center, a polished look and an influx of visitors and shoppers.

While some of the changes — such as new shops and offices — are already becoming apparent, other efforts to give the street the boost it needs to shake its shaggy image are still being addressed by a host of city officials, neighborhood groups and merchants.

The street is showing signs of new life," says Marianne Abrams, executive director of the Back Bay Association, an organization representing area businesses and a driving force behind the street's revamping.

It looks like Boston has finally recognized the importance of Boylston Street," says Barry Hoffman, president of the Boylston Street Association, an organization of property owners. "It's one of the main streets in the city."

Merchants are anxiously awaiting next month's opening of the new John B. Hynes Veterans Memorial Convention Center. On January 21, the center will open its doors to 17,000 dentists, the first group to hold a convention in the mammoth, revamped facility.

With capacity for 22,000 conventioneers, the center is expected to pump $500 million from out-of-state spenders into the region's economy and generate $40 million in taxes each year. It is estimated this activity will create 8,000 jobs in industries such as hotels, restaurants, retail and entertainment, according to a spokeswoman for the Massachusetts Convention Center Authority.

Although construction along Boylston Street has created a labyrinth

see **Boylston,** page 37

# Boylston

continued from page 1

for pedestrians and drivers alike, millions of dollars worth of real estate developments will be revealed when the staging is removed and the dust settles. These developments have helped upgrade the street, bringing with them a slew of new tenants who can afford the pricey leases.

The New England Life complex, the redevelopment of the building at 745 Boylston St. into office and retail space, and the Heritage on the Garden development at the foot of the street have contributed to the street's makeover.

The proposed redevelopment of the Prudential Center is also expected to bring changes to the street. Observers say a neighborhood advi-

PHOTO BY CHRIS STAN

**Boylston Street is getting the upscale treatment.**

sory committee, city officials and the developers are set to begin hammering out guidelines for the sprawling 26-acre project after the first of the year.

Merchants want Boylston to be a scenic street replete with stores and conveniences to attract shoppers and tourists. "People don't walk Boylston street," Abrams says. "But they walk down Newbury."

Boylston Street merchants say consistency in the street's design would help make it more attractive to pedestrians. Members of the Back Bay Association want trees planted down the length of the street and the sidewalks to be upgraded.

The city is set to commission a $400,000 study that will look at ways to spruce up the street. The study will examine appropriate streetlighting, trash receptacles and materials for paving the sidewalks and the street.

"Streetscape will be very important," Abrams says.

Another attraction expected to add bustle to the heart of Boylston Street is the renovation of Copley Square. The parcel, which sits squarely in front of the historic Trinity Church and opposite the Boston Public Library, is being transformed into a landscaped park that will host a range of activities, including a farmers' market and a stage for outdoor performances.

Susan Benson, manager of Roots, a pricey clothing store located between Arlington and Berkeley Streets, says she is "thrilled" her company decided to rent space on Boylston Street. Since Roots moved in three years ago, business has been strong, she says. She expects it to boom with the opening of two major developments — Heritage on the Garden, with its luxury condominiums and office space, and the New England Life complex.

Boylston is going to be the Madison Avenue of Boston," she predicts.

Design of the street has been somewhat schizophrenic, with buildings constructed in the 1920s standing next to vintage 1900s structures. A zoning plan put into place by the city earlier this year has set height limits on the street, reducing the maximum height of 155 feet to 120 feet. This downzoning was an attempt to curb a "canyon effect," where buildings tower above the street below, according to BRA spokesman Ralph Memolo.

Although the rezoning process was often marked by controversy, neighborhood residents and business people alike now heartily support on the new regulations. Abrams says it is too soon to see direct results of the downzoning, but she estimates that it affect future tenants of Boylston Street buildings. Developers will not be able to build up, so many may choose to renovate existing structures. Abrams says in such cases, they will have to market their buildings differently, most likely to upscale tenants.

While merchants are hoping to increase pedestrian activity on the street, another study commissioned by the city will address the neighborhood's traffic woes. Currently under consideration are proposals from four outside consultants to look at the neighborhood's traffic flow. The city is scheduled to select one of those firms by the end of the month, according to a spokeswoman for the city's Transportation Department.

Any recommendations will have to try to balance the parking needs of Back Bay residents and businesses, two groups often at odds.

"We're very concerned and fearful of the impact of New England Life and the Hynes, particularly with respect to traffic," says Paul Demakis, chairman of the Neighborhood Association of the Back Bay.

Although Demakis says he supports the upgrading of the street, he worries the neighborhood could be overrun with tourists and shoppers. In addition to traffic, he cites possible problems with demands on the infrastructure and escalating real estate values.

"To the extent that it becomes Manhattan, where it's teeming with people, that's a problem," he says. "We welcome change, but it's got to be controlled and moderate."

Just how much the forces of change can be controlled remains to be seen. With an influx of up to 22,000 conventioneers in the area at once, stepped-up activity is certain.

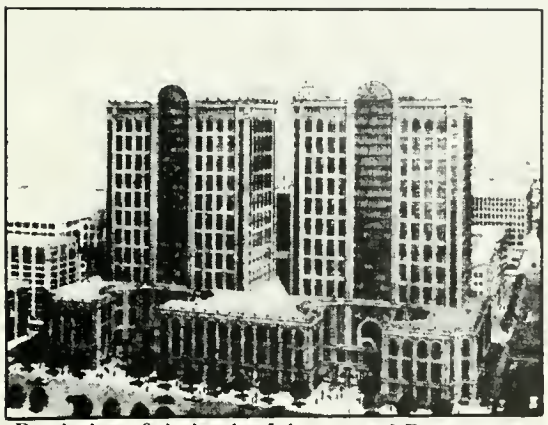
"Downtown Boston is dead at night," Hoffman says. "Boylston is the kind of street where there's business, activities and fun, morning noon and night. It's the only street like that in the city."

Boston Globe

Friday, January 22, 1988

# A 'NEW' NEW ENGLAND

## THE ORIGINAL



Rendering of design by Johnson and Burgee.

**Because the procedure for the second building involved 'people working together in the design process, a much better building than the first one will result.'**

**–Richard Nemrow, president**
**Citizens for a Better New England Life**

## THE NEW PROPOSAL

Redesign by Stern and Jung/Brannen Associates.

## *Favorable reaction expected to redesign of Back Bay office*

By Anthony J. Yudis
Globe Staff

The redesign of The New England's downtown Boston corporate headquarters on Boylston Street is expected to receive a generally positive reaction from community groups

**ROBERT A.M. STERN**
**Redesigned second building**

## *Addressing community concerns makes new Phase 2 a triumph*

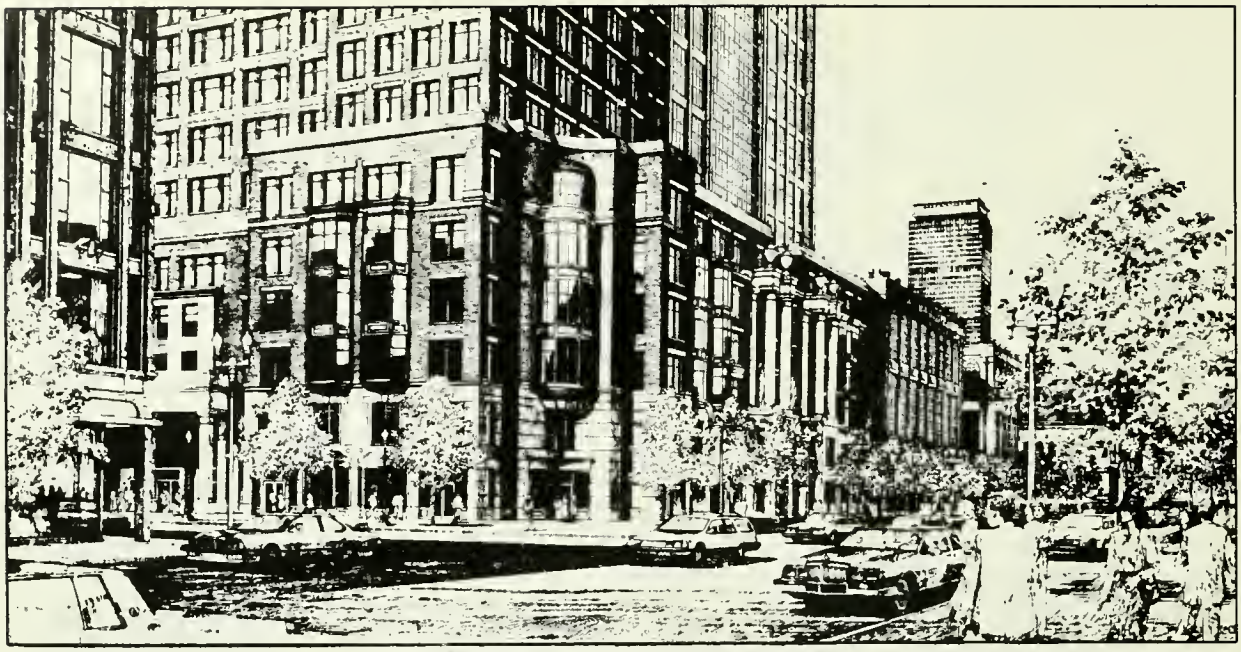
By Robert Campbell
Globe Correspondent

**COMMENTARY**

No Boston building in years has been awaited with greater hope or dread than Robert A.M. Stern's proposed new design for the second half of the vast New England project on Boylston Street in the Back Bay.

After a year-long review by the city and citizens' groups, the Stern design can now be revealed publicly. It turns out to be a triumph.

Stern's building, scheduled to begin going up next fall, comes as the second chapter in a story that began with The New England's Phase 1, a building now under construction that is so dreary, bulky, arrogant and life-denying as to make anyone despair of the future of Boston or of American corporate architecture.



**A street-level view of the redesigned New England corporate headquarters, looking at the corner of Boylston and Berkeley streets.**

**The New England**
*Continued*

when it is unveiled today, but concerns remain about traffic problems posed by the giant undertaking.

A copy of the redesign obtained by the Globe reveals a 22-story structure sheathed in traditional red brick, including a six-story base decorated profusely with glass bay windows.

The new proposal calls for a second building about 40 feet shorter than the first building, now under construction. Also, the building volume has been reduced 100,000 square feet to about 500,000 square feet.

The first phase of the project – a 25-story structure – is rising at the Boylston Street site, but a proposed twin tower was canceled after vehement opposition from Back Bay Groups, mostly organized as "Citizens for a Better New England Life."

The developers also were forced to change architects and to start from scratch on the second building.

The redesign by New York-based architect Robert A.M. Stern in collaboration with Jung/Brannen Associates of Boston has been the focus of a year-long design review involving the joint-venture developers. The New England and Gerald D. Hines Interests, and a five-member citizen advisory committee.

"You will find a lot more favorable comments about this building, but there are still some open architectural issues to be resolved," said Richard Nemrow, president of CBNEL who led the fight against the original design.

Speaking for himself, Nemrow said that because the procedure for the second building involved "people working together in the design process, a much better building than the first one will result."

But, Nemrow added, "one dark cloud remains hanging overhead" – the traffic problem in the Back Bay.

Paul Demakis, president of the Neighborhood Association of the Back Bay, said the NABB will not support the second building unless traffic problems are solved by the developer and the city.

**Commentary**
*Continued*

This is a building that is truly alert to its civic responsibilities. It is so much better than Phase 1, that you wonder how these developers could have learned so much so quickly.

The answer, of course, is that they learned from all the people who couldn't stand Phase 1, designed by New York architects John Burgee and Philip Johnson, now rising gloomily next to Trinity Church.

So many citizens got mad – including a few who went to court – that the Boston Redevelopment Authority finally put the muscle on the developers and told them that if they wanted approval for the rest of their proposed development, they had better find a new architect.

Firing Burgee and Johnson, the developers took a flier with Stern, a prominent architect but one who was known mostly for upscale vacation houses – and for his 1986 public television series, "Pride of Place."

Judging from the results, everyone is going to win on this one. The neighborhood is getting a much better, more Bostonian, more humanly scaled piece of architecture. And Stern himself, for whom this is by far the largest building of his career, has undoubtedly propelled that career into a new major phase.

Stern's building – its proper name is now 222 Berkeley St. – makes all the right moves. It will be surfaced in red brick, trimmed in pale stone. It is smaller in bulk than the Burgee/Johnson Phase 2 and it steps back in easy stages as its rises, so that no one of its parts seems large in itself. It has a well-defined base, middle and top. It is not a unitary building; you do not sense it as one big thing, as you do Phase 1. You sense it as an aggregation of agreeably scaled smaller things – a tried and true strategy for making a large building feel smaller.

Best of all, this block of Boylston Street between Berkeley and Clarendon streets will not look like one huge building, as Johnson and Burgee had proposed. Because Stern's building bears not the slightest resemblance to Johnson/Burgee's Phase 1, we will see a block made up of two quite different

**The New England**
*Continued*

"We have made our position clear. There is still a long way to go," he said.

Demakis said considerable progress has been made on the design issues, "and I don't think anyone disputes the fact that clearly there is improvement over what was proposed originally.

"But the fundamental issue still is that you can't have two buildings the size they are without having traffic issues resolved."

Demakis said the neighborhood association will have a set of proposals for the city to study, including some steps that can be instituted fairly quickly to minimize traffic problems, such as new street signs and changing traffic signals.

"In fairness to the developers, they have given indications they are prepared to support us on traffic proposals, but we are not satisfied yet about the attention given the matter by the traffic department," he added.

Stern and Jung/Brannen replaced the controversial architectural team of Philip Johnson and John Burgee, who designed the first building now nearing completion in the Boylston Street block bounded by Berkeley and Clarendon streets and St. James avenue.

Schematic designs for the second building have been submitted to the Boston Redevelopment Authority. The BRA design staff will take a long look at the design and conceivably could make further design suggestions.

BRA director Stephen Coyle said the design process is going in the right direction and that the BRA and the city's transportation department will work to resolve the traffic problems before he goes to the BRA board on March 10 to ask for approval of the building design.

Of the new design, Coyle said he is pleased with what he has seen and added that "the design review process has been carried out with sensitivity to the community's concerns."

He said Stern's proposal saves the first Johnson building by forming an "ensemble" of different building styles in or near the block and including the old John Hancock building on Berkeley Street as well as Johnson's building.

According to Coyle, the developers hope to break ground in June or July. He added that because the Fan Pier project is destined to be held up, it is important to start production of new office space to avoid a critical shortage in the future.

The second building would face Berkeley Street, and the developers are calling it 222 Berkeley St. The first structure has become known as 500 Boylston St.

Boston attorney Herbert Gleason, who went to court for CBNEL to halt the first building but was unsuccessful, said he saw a draft of the new building last June and liked what he saw at that time. He said he particularly liked the idea of turning the building to Berkeley Street "and bringing some civilization into that corner of the Back Bay."

Marianne Abrams, who represented the 300 merchants of the Back Bay Association on the Design Advisory Panel, praised the Stern design. The architects showed the second phase proposal to association members at their annual meeting last March, and "the response was very positive," Abrams said.

"The building's orientation toward Berkeley Street was a nice twist of events, and the garage access on St. James Avenue is a good solution because it means there won't by any curb cuts on Berkeley, which has lots of pedestrians.

**Commentary**
*Continued*

buildings rather than a single block-long corporate palace.

At the street, the new building is mostly retail frontage, a rich succession of bay windows and entry pavilions that should give you the sense you are walking past a row of varied, independent shops rather than past a grand corporate headquarters. Some of the bay-window shapes, rather endearingly, are meant to remind you of the existing Colson Building, a small gem that now stands at the same corner and is to be demolished for the new development.

At the top, 222 meets the sky in a particularly satisfying way. The top few floors are organized into what looks like a grand ballroom or pavilion in the sky. "We made a 'house' at the top." Stern remarked in a recent interview. "You can imagine your way into it, you can imagine people and wonderful activities there. It's like a club or bosses' floor; I'm hoping New England Life will move their top offices in there."

Wisely, one main entrance to Stern's building has been pulled around the corner from Boylston to Berkeley Street – hence the new address. That move leaves Boylston free to continue to be primarily a shopping street, while giving new importance to the more neglected Berkeley Street by giving it the major access to this large new building. There is also an entrance on Boylston Street, of course, signaled by a little entry portico with a dome. The ground-floor shops, too continue around the corner onto Berkeley.

In style, 222 Berkeley is a very traditional building. It borrows many of its devices from the old Ritz Hotel and other Georgian Revival structures of the 1920s and '30s. Even Harvard's old Indoor Athletic Building in Cambridge (now the Malkin Center) from that era seems to have been a model. Stern cites Horticultural Hall as another influence. Stern contrasts his building with other recent brick buildings in Boston in which, he thinks, there is too much brick. The difference is in the pale trim or, as Stern says, "putting on the white stuff." Red brick and white trim are, he believes characteristic of Boston. (It is ironic, in this regard, to note that the red-and-white-painted former Bonwit building across the street, originally a museum and soon to be a Louis store, is now being stripped at the behest of preservationists to its actual material, which is brownstone.)

One could argue, I suppose, that so traditional a building as 222 is not particularly exciting. In fact, though, like much of Stern's work, 222 is subversive. It looks traditional in its overall shapes and strategies, but in detail it is quite rich in invention. The mix of crisp classical columns with Victorian bay windows along the street is an example.

The 222 has now been through an incredible mill of citizen review that has lasted an entire year. Literally dozens of review groups, public and private, have debated it and, often enough, changed it during the past months.

The building has gained a lot from this review process, and not only in its architecture. It has grown smaller, 100,000 square feet smaller than the Johnson/Burgee proposal, revealing more of the weather-beaconed tower of the old John Hancock behind it. Parking issues and sidewalk widths are handled much better than in Phase 1. The rear street, St. James Avenue, is treated far more kindly than before.

The 222 will have a major interior public space called Winter Garden on the second floor, a skylit room about the height of the atrium at the Gardner Museum, but wider, that

**The New England**
*Continued*

The development is a positive addition to the Boylston Street area.

Abrams also praised the design of the building's commercial retail outlets, which face Boylston Street. "That's what the Back Bay is all about – little shops that are accessible from the sidewalk.

*Globe staff writer Alex Beam contributed to this article.*

**Commentary**
*Continued*

will be available for public events such as concerts and exhibitions. A new pedestrian arcade will extend through the building from Boylston back to St. James.

From the beginning of its efforts to develop this site, New England Life – or The New England, as the company now calls itself – and its co-developer, Gerald D. Hines Interests – wanted to do the right thing, wanted to be responsible neighbors. They thought they were achieving that goal by hiring a famous and expensive architect, Philip Johnson. The company was wrong, but it was never callous. What it failed to do the first time around was ask for the help of its neighbors. When that help came unasked for, it created much needless grief for the company.

The citizens' groups – particularly the one that called itself Citizens for a Better New England Life, the one that took legal action – deserve a lot of credit for the relatively happy ending to the New England story. If it had not been for them, the ugly Phase 2 of the Burgee/Johnson project would almost certainly have been built. Even as it it, we will all have to be living with the behemoth that is Phase 1 for decades to come. The worst thing about Stern's building is that it makes Phase 1, by contrast, look even worse that it did before.

*Robert Campbell is the Globe's architecture critic.*

**ARCHITECTURE VIEW**/Paul Goldberger

# A Tale of Two Towers On Boston's Boylston Street

BOSTON

THERE ARE TIMES, OCCASIONally, when the cumbersome, irritating, ponderous and essentially irrational process of public review of large building projects yields positive results, and this saga of two towers on Boylston Street is one of them. It is a long story that can be summarized like this: In 1982, the New England (formerly the New England Life Insurance Company), along with the Gerald D. Hines Interests development company, commissioned Philip Johnson and John Burgee to design a new headquarters for a site in Boston's Back Bay. The architects proposed a building consisting of twin 25-story slabs topped by arches, which was intended to look something like a 19th-century crystal palace stretched out into a skyscraper, but to many people this odd form looked more like a pair of 1930's Wurlitzer jukeboxes.

The public outcry against the Johnson and Burgee project was substantial — so substantial that it led eventually to a lawsuit to block the project. The objections were based in part on dislike of the specific design, in part on the reluctance of many members of the public about seeing anything large at all added to a part of town that has already witnessed drastic change in the last generation.

The Boston Redevelopment Authority, which has jurisdiction in such matters, came up with a compromise in early 1986 that seemed puzzling at best: it agreed to permit the first half of the project, which is to say one of the two jukeboxlike towers, to proceed (it is now nearing completion), and it ordered the developers to commission a different architect to come up with something else for the other portion of the site. It was a solution that pleased almost no one at the time, for it did not substantially reduce the amount of building bulk that was to occur on the site. Moreover, by splitting the Johnson and Burgee design in half, it threatened to take away from that design what meager integrity it might have had.

Strange are the ways of architecture, for, miracle of miracles, all this maneuvering is actually going to yield something that will be all right. Indeed, it may even be very good. The credit here goes not to the Boston Redevelopment Authority but to Robert A. M. Stern, the architect brought in to do the other portion of the Johnson site, who has come up with a project of unusual sensitivity and urban finesse — so much that it renders the half of the Johnson building that is getting

**A discreet building has redeemed the Johnson-Burgee skyscraper.**

built acceptable. The truth is that the Johnson building is silly, but twice as much of it would have been twice as silly, so it does not really suffer from being chopped by almost half. And the gift of the Stern project is in its ability to weave so comfortably into the Boston streetscape that it looks as if it had been there all along. I suspect that when both structures are complete, it will be Mr. Johnson and Mr. Burgee's and not Mr. Stern's that will appear to have been added later.

It is quite devilish of Mr. Stern, who has long been considered something of a protégé of Philip Johnson's, to put his elder colleague in the position of looking as if his building, and not Mr. Stern's, is the party crasher on this block. But so it is. For where the Johnson and Burgee building is a flamboyant form, a rather arrogant intruder in the cityscape despite its reliance on historical elements, the 22-story Stern building is discreet, restrained and urbane. The Johnson building has arched windows, urns, columns, a formal forecourt and all manner of elements that show that its designers flipped through the history books, but it still comes off as somewhat crude. The Stern building, by contrast, is refined.

The difference, I think, is that Mr. Johnson and Mr. Burgee abstracted from history at random — they picked up an arched window here, a pilaster there, and made of these elements what they felt to be a pleasing composition. Mr. Stern looked at history much more specifically — it is hard not to feel that if the designers in Mr. Johnson and Mr. Burgee's office were looking at books for inspiration, Mr. Stern and his colleagues were wearing out shoe leather on the streets of Back Bay. For the Stern project is designed for this site, and for this site alone; its details recall the elements that make the older buildings of this neighborhood special, and its overall form takes into account the larger urban design needs of the entire neighborhood.

In style the Stern building is Georgian more than it is anything else, although it is hardly a direct copy of any previous building. Indeed, there is no building in Boston precisely like it, since it has been molded so specifically to the demands of this particular site. Its closest comrade is probably the Ritz-Carlton Hotel a block away on Arlington Street. The Stern building, like the Ritz, is a structure of red brick with a stone base and stone details throughout, and it looks as if it will have the same air of understated formality. The Ritz is not splashy, and neither is this new building.

The Stern building will have a stone base containing storefronts and detailed with a mix of bay windows and pilasters. It is far livelier in its rhythms than the Johnson and Burgee base; if anything, it is perhaps too active, with frequent shifts in and out and numerous elements competing for attention. But it gives way to a simple, handsomely detailed tower, stepped back from the base, which rises straight up for most of its height. It culminates in a double-story colonnade of granite, glass and brick, which is itself topped by a floor of oculi, or round windows, above which is a slightly pitched roof.

■

It is a building that resembles the historicist architecture of the 1920's in many ways: it has a bottom, a middle and a top, and it makes use of the classical language of architecture without following any precedent literally. It is intentionally an imperfect form, designed not to stand alone in the manner of a perfect object but rather to stand on a real street, in the middle of a real city, responding to the myriad elements around it.

Thus one section of the tower projects out slightly to strengthen and focus the vista toward the building from farther west on Boylston Street, for example. The most important urban design decision Mr. Stern made, however, was to make the slab of his tower perpendicular to Boylston Street rather than parallel to it, as the Johnson and Burgee building under construction is and as the second Johnson and Burgee slab also would have been. (Consistent with this was the decision to turn the entrance of the Stern building away from Boylston Street and use the around-the-corner address of 222 Berkeley Street instead.)

It was a critical stroke, for it eliminated one of the major problems of the proposed Johnson and Burgee design, the sense of a wall along Boylston Street that the pair of slabs would have created. The Stern building also allows the narrow rather than the wide side to face the small-scale blocks of Back Bay to the north. And, finally, it creates a far

# A Tale of Two Boston Towers

Continued from Page 31

garden seems far more fitting as a major public space than the rather chilling forecourt of the Johnson and Burgee building.

Perhaps it is that Boston is just not Mr. Johnson and Mr. Burgee's city. The first phase of another big skyscraper project of theirs, International Place, was recently completed in the downtown financial district, and it is an equal disappointment. It consists of a 46-story cylinder and two intersecting slabs of 19 and 27 stories, which, to be fair, is a rather inventive way to make the enormous mass of a 1.8-million-square-foot complex palatable. The problem is that here Mr. Johnson and Mr. Burgee's historical gamesmanship seems to have run amok.

The complex has three different kinds of sheathing. The round outside sections of the cylinder are covered in granite with rectangular windows set in. Another portion of the cylinder, which has been sliced into as if a 46-story wedge of pie had been cut out, is covered all in reflective glass. The street facades of the lower, boxy sections are of the strangest skin of all, a constantly repeating pattern of Serlian windows, the Renaissance pattern of a central arched window flanked by two smaller, rectangular windows.

It looks like a collision between different kinds of buildings. It might still have worked if these contrasting sheathings were better — as at Boylston Street, there is a tendency toward simplistic detailing that taken to its logical conclusion can look ridiculous. The repeating pattern of Serlian windows, for example, looks like wallpaper, not architecture, and it misuses — even abuses — a great element of classical architecture. For in Renaissance architecture this element was created as a way of emphasizing critical points in a building, as over a doorway; to turn it into a mass-produced object, repeated over and over, is to miss its architectural reason for being entirely. (And the Serlian window is not even real: the arch portion is covered up in the office space inside.)

The best thing about this complex is the lobby, where Mr. Johnson and Mr. Burgee gave in and became more literally classical. It is a grand, curving space, with pilasters and engaged columns of rich red marble supporting strong marble cornices; both the shape of the space and the details give this room, for all its formality, a startling sense of exhilaration.

Boston Sunday Herald

DOWNTOWN

Sunday January 31, 1988

CITY

**Bid to snuff traffic snarl at new N. E. Life**

**Page D4**

BACK BAY BUILDING
Neighbors involved

# Way sought to stem tower traffic snarl

By JACK MEYERS

DEVELOPERS and neighborhood leaders are working overtime to find ways to prevent a traffic nightmare in the area surrounding the New England's proposed second Boylston Street tower.

Managing traffic associated with the 22-story office building, to be constructed at Berkeley and Boylston streets, is the last major issue to be solved before the project gets the city's go-ahead, said developers and community representatives.

Local leaders say they're optimistic the building will be a "good neighbor" in the Back Bay.

"The process is going along well at this point, with the exception of the traffic problem," said Susan Prindle, who represents the Neighborhood Association of the Back Bay on the project's design advisory panel.

Two meetings were held last week to work out solutions to traffic tangles in the Back Bay, Prindle said. Changing the direction of some of the area's one-way streets is one possibility being considered to prevent cars leaving the building from cutting through the neighborhood, she said.

Reversing some of the Back Bay's one-way roads "is the kind of thing they've done on Beacon Hill and in the South End with considerable success," Prindle said.

Gerald D. Hines Interests and the New England, joint-venture developers of the 1.3-acre site owned by the insurance giant, submitted schematic designs of the 480,000-square-foot structure to the Boston Redevelopment Authority on Jan. 22.

The long-awaited redesign of the project's second phase comes more than two years and dozens of community meetings after the developers, faced with fierce neighborhood opposition, agreed to revise the second tower.

The new design incorporates a number of changes requested by the neighborhood, said Michael Harrity, a principal of Copley Real Estate Advisors, the New England's development arm. The second tower fronts on Berkeley Street; it is three stories shorter, 100,000-square-feet smaller and includes wider sidewalks than the original design, Harrity said.

The development team is also committed to working out congestion problems, Harrity said.

"Making the traffic flow better now ... is important for Boston and better for us," Harrity said. The Hub's quality of life is a primary selling point for potential occupants of the building and preventing gridlock is in everyone's interest, he said.

Harrit said the developers plan to encourage tenants to use public transit, operate a van-pool system, promote staggered work hours and have an "in-house transportation coordinator" to lessen the impact of the project on neighborhood streets.

Hines and the New England are also contributing $75,000 to a Back Bay traffic study to find ways to improve circulation in the area, Harrity said.

"We have a commitment to participate in area traffic solutions," Harrity said. "We're going to spend money on ... the solutions because they're going to benefit all of us."

The building "reinforces the characteristic urban design of the area," said architect Robert A. M. Stern, who redesigned the second tower. "It tries to be a good neighbor."

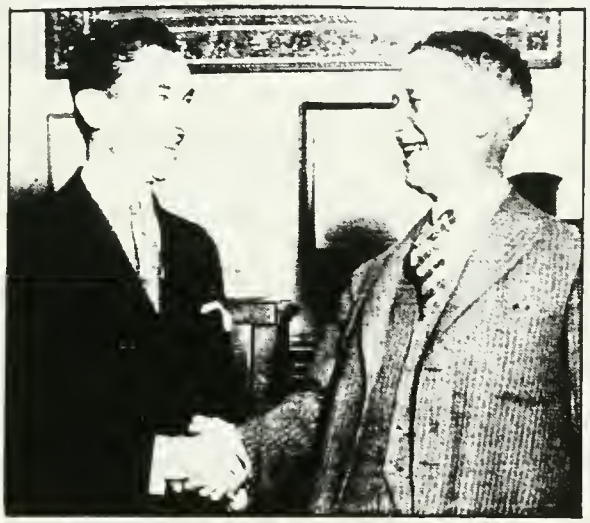
MARTIN F. NOLAN

# Fun without the guilt

The anchor-candidate confrontations began last Sunday, with Gary Hart objecting to the "questionable taste" of John Chancellor's introduction at a debate in Durham, N.H. Hart's role as an arbiter of taste was as ambitious as George Bush's attempt to be a tough guy. If the vice president could make like Mike Tyson, the former senator can surely emulate Emily Post.

Chancellor, a beacon of common sense on NBC, cited Hart's timing in 1987 with a 1905 song title that mentioned "love," apparently a touchy subject.

"Will You Love Me in December As You Do in May?" was written by James J. Walker 20 years before he was elected mayor of New York. Genial, quick-witted and a dapper symbol of the modern sophistication of his city, Jimmy Walker was also a politician who knew how to have a good time.



... A Dutch-uncle talk

His political talents were rewarded by Tammany Hall, but a wandering eye and fondness for speakeasies led to a Dutch-uncle talk from Gov. Al Smith. Jimmy campaigned constantly with Mrs. Walker at his side. After the election, he attended the opening night of the Gershwin musical "Oh Kay!" and fell for a chorine, Betty Compton. In 1929, he easily defeated Fiorello La Guardia for reelection, then pursued his romance with Compton, whom he later married.

In his biography, "Beau James," Gene Fowler said that Walker, Smith and FDR were "the Three Musketeers of the political scene, with Big James A. Farley as their D'Artagnan." Walker was advised to behave. "It's Jim Walker's life that I'm living," he said. "If you have to be sneak to get votes, then count me out right now."

New Yorkers still loved him, but he ran into trouble with fundraisers who provided "a little tin box" for campaign incidentals. In 1932, after his case was heard before Gov. Roosevelt, Walker resigned and went into self-imposed exile in Europe.

When he died in 1946 at 65, he was late for his own funeral because of the crowds at St. Patrick's. Hollywood filmed Fowler's book in 1957 with Bob Hope excelling in the title role. Walker's wit is his legacy. "A reformer is a guy who rides through a sewer in a glass-bottomed boat," he said in 1928. Earlier, as a state senator in Albany, he summed up sin and politics while scuttling censorship and a popular "Clean Books" bill: "I have yet to hear of a woman whose virtue was destroyed by a book."

□

The new neighbor for Philip Johnson's 25-story Philco on Boylston Street has a Boston flavor, although diluted by derivatives. The design for 222 Berkeley resembles a Ritz-Carlton tower on a Jordan Marsh pedestal. It may be neo-quasi-colonial, but that's OK. Community advice may create market-rate – as opposed to legislated – answers to the Back Bay parking crush. A shuffling of retail outlets will move Bonwit Teller from the old Museum of Natural History building, to be replaced by Louis. Gone will be the little lot and its tradition of "gigolo parking," wherein favored customers could park, get their locks clipped and the shop at Bonwit's.

□

If that new wrinkle-free lotion had been available in 1980, Ronald Reagan could have run for president without looking too old to be elected . . . Another big insurance company may be planning to flee the Bay State . . . Should Don Johnson and Barbra Streisand honeymoon in Iran or Iraq?

□

FUTURE FILE: Today, Jan. 31, the pro football season ends. Feb. 8 the Iowa caucuses will probably show confusing results, so Feb. 16, the New Hampshire primary (two days after Valentine's Day to us sensitive guys) presents its principal charm – somebody finishes last and second-last. Four or more candidates will be dispatched to obscurity by discerning voters. Feb. 19, pitchers (including Lee Smith!) and catchers report to spring training; it's Mar. 2 for the rest. Carlton Fisk will not be catching Luis Tiant, but Lou Berberet won't be warming up Murray Wall either, nor Bob Tillman and Rollie Sheldon, nor Matt Batts and Willard Nixon: Spring hopes eternal.

*Martin F. Nolan is editor of the Globe's editorial page.*

MARTIN F. NOLAN

# Fun without the guilt

The anchor-candidate confrontations began last Sunday, with Gary Hart objecting to the "questionable taste" of John Chancellor's introduction at a debate in Durham, N.H. Hart's role as an arbiter of taste was as ambitious as George Bush's attempt to be a tough guy. If the vice president could make like Mike Tyson, the former senator can surely emulate Emily Post.

Chancellor, a beacon of common sense on NBC, cited Hart's timing in 1987 with a 1905 song title that mentioned "love," apparently a touchy subject.

"Will You Love Me in December As You Do in May?" was written by James J. Walker 20 years before he was elected mayor of New York. Genial, quick-witted and a dapper symbol of the modern sophistication of his city, Jimmy Walker was also a politician who knew how to have a good time.

... A Dutch-uncle talk

His political talents were rewarded by Tammany Hall, but a wandering eye and fondness for speakeasies led to a Dutch-uncle talk from Gov. Al Smith. Jimmy campaigned constantly with Mrs. Walker at his side. After the election, he attended the opening night of the Gershwin musical "Oh Kay!" and fell for a chorine, Betty Compton. In 1929, he easily defeated Fiorello La Guardia for reelection, then pursued his romance with Compton, whom he later married.

In his biography, "Beau James," Gene Fowler said that Walker, Smith and FDR were "the Three Musketeers of the political scene, with big James A. Farley as their D'Artagnan." Walker was advised to behave. "It's Jim Walker's life that I'm living," he said. "If you have to be a sneak to get votes, then count me out right now."

New Yorkers still loved him, but he ran into trouble with fundraisers who provided "a little tin box" for campaign incidentals. In 1932, after his case was heard before Gov. Roosevelt, Walker resigned and went into self-imposed exile in Europe.

When he died in 1946 at 65, he was late for his own funeral because of the crowds at St. Patrick's. Hollywood filmed Fowler's book in 1957 with Bob Hope excelling in the title role. Walker's wit is his legacy. "A reformer is a guy who rides through a sewer in a glass-bottomed boat," he said in 1928. Earlier, as a state senator in Albany, he summed up sin and politics while scuttling censorship and a popular "Clean Books" bill: "I have yet to hear of a woman whose virtue was destroyed by a book."

□

The new neighbor for Philip Johnson's 25-story Philco on Bo Street has a Boston flavor, although diluted by derivatives. The for 222 Berkeley resembles a Ritz-Carlton tower on a Jordan pedestal. It may be neo-quasi-colonial, but that's OK. Commun vice may create market-rate – as opposed to legislated – answers Back Bay parking crush. A shuffling of retail outlets will move I Teller from the old Museum of Natural History building, to be re by Louis. Gone will be the little lot and its tradition of "gigolo par wherein favored customers could park, get their locks clipped an shop at Bonwit's.

□

If that new wrinkle-free lotion had been available in 1980, I Reagan could have run for president without looking too old to b ed . . . Another big insurance company may be planning to flee t State . . . Should Don Johnson and Barbra Streisand honeym Iran or Iraq?

□

FUTURE FILE: Today, Jan. 31, the pro football season ends. the Iowa caucuses will probably show confusing results, so Feb. New Hampshire primary (two days after Valentine's Day to us tive guys) presents its principal charm – somebody finishes la second-last. Four or more candidates will be dispatched to obscu discerning voters. Feb. 19, pitchers (including Lee Smith!) and ca report to spring training; it's Mar. 2 for the rest. Carlton Fisk w be catching Luis Tiant, but Lou Berberet won't be warming up M Wall either, nor Bob Tillman and Rollie Sheldon, nor Matt Bat Willard Nixon. Spring hopes eternal.

*Martin F. Nolan is editor of the Globe's editorial page.*

# Editorial

Toward an Improved New England Life

S. James Coppersmith, Vice President/General Manager, WCVB-TV

Reference No.

5-86

January 10: 6:57 AM; 12:28 PM; 6:55 PM; 3:40 AM
January 11: 6:28 PM; 3:20 AM

New England Life is going back to the drawing board on its controversial Boylston Street building proposal - the twin tower complex designed by Philip Johnson. Already three years and dozens of public hearings into the project, the insurance company now says it's willing to have the second tower scaled back. That's a major concession, given how far the project's already progressed.

But Back Bay opponents still aren't satisfied. Two law suits are already pending and opponents have vowed to fight tooth and nail in the courts. But that would be unwise; they ought to reconsider, and respond to New England Life's flexibility with a little flexibility of their own.

Let's be realistic. The Boston Redevelopment Authority has already approved the project which began long before that agency set new development priorities for the city. So New England Life can't be blamed for not meeting guidelines set after its project started.

And look at the record. New England Life followed the rules; agreed to some changes; and is helping to plan traffic management measures.

If critics feel the proposed building is not aesthetically appealing, now is their chance to propose design changes.

What's needed now is some negotiation in good faith; not more obstructionism.

# N.E.Life tower review widens

## Back Back to get more say in design

By GEOFFREY ROWAN

THE DEVELOPERS of a controversial office tower in the Back Bay yesterday said they support a move by the city to get more community representation on a panel that will review the building's design.

New England Life, which is building the 25-story office building at 500 Boylston St. in conjunction with the Gerald D Hines Interests, agreed to reconsider its design of phase two of the building after being widely criticized for the design of the first phase.

"Our original agreement, when we struck the compromise, was that there would be a five-person design advisory panel set up," said New England Life spokesman Peter Harrington.

He said Boston Redevelopment Authority director Stephen Coyle sent a letter to a member of the development team stating that the design advisory panel, as originally proposed, "does not adequately represent a significant number of concerns in the Back Bay."

The building's design has been criticized by architects and urban planners as too massive for its Back Bay site, adjacent to historic Trinity Church.

New England Life agreed to consider redesigning and reducing the size of phase two of the project and agreed to submit a new design to a design advisory panel made up of a member from the BRA, a member from the development team, a member from the Neighborhood Association of the Back Bay, a member from the Boston Society of Architects and a fifth member to be selected by the four.

Coyle, in his letter to the developer, said he wants the five-member panel to include representatives from The Back Bay Architectural Commission, Trinity Church, The Back Bay Association (a merchants' group), The Neighborhood Association of the Back Bay and the Boston Society of Architects.

"Our reaction to this proposal is that it sounds good to us," said Harrington. "We stated all along our desire on phase two is to work closely with the community. The new community-based review board proposed by director Coyle succeeded in bringing a broad spectrum of interest, so we're happy with this idea."

## IN BRIEF

BOSTON-based **Houghton Mifflin Company** had record net sales of $321.3 million last year, up 15.8 percent from 1985's

# SCHOOL & COLLEGE DIRECTORY

To advertise in this section call, Edward S. White 423-4545,ext 284

**UMass/Boston**
Free Back-to-college seminars. Call 929-8000

**BARBIZON SCHOOL**
Modeling & Finishing Training for Men, Women & Children 266-6980
222 Newbury St., Boston 02116

**NORTHEASTERN UNIVERSITY**
Part-Time Programs
Call 617-437-2400

**QUINCY JR. COLLEGE**
The Red Line's Community College
Admissions on-going Call 786-8799

**INTERIOR DESIGN**
Day & Eve. Classes begin Jan. 20
Chamberlayne Jr. College
Catalog - 536-4500; 1-800-322-4949

**FRANKLIN INSTITUTE**
New Courses in Drafting Tech & Computer Tech ● 423-4635

**NATIONAL EDUCATION CENTER (Bryman Campus)**
Training for today's medical team
232-6041

**PETERSON SCHOOL**
Steam Engineering & Commercial Refrigeration 938-5656

**WOMEN'S TECHNICAL INSTITUTE**
Electronic & Drafting Technologies.
State-of-the-Art Computer Labs
Open House 5:30 - 8 p.m. 266-2243

**BAY STATE SCHOOL OF APPLIANCES**
15 Everett St. Boston
364-3434
Major Appliances/Refrigeration & Air Conditioning Call for Catalog

**WENTWORTH**
Weekend College
Saturday Only Call 442-9010 Ext. 264

**BOSTON UNIVERSITY METROPOLITAN COLLEGE**
5 Locations: Boston, Acton, Bedford, Braintree, Natick Call 353-3000

**COMPUTER LEARNING CENTER**
Computer & Word Processing Training
CALL NOW (617) 776-3500

**BOSTON ARCHITECTURAL CENTER CONTINUING EDUCATION**
Boston-536-3170

**AMERICAN INSTITUTE FOR PARALEGAL STUDIES**
2 Semester program/eve. courses thru Mass
1-800-922-0771, 617-969-7551 Weymouth

**THE HICKOX SCHOOL**
Typing-Word Processing-Secretarial
Day & Evening Classes

Financial Aid Assistance Available
For Full-Time Days or 6-Month Evening Programs. Call 482-7656

**LABOURE COLLEGE**
Boston 296-8300, x4016
Associate degree programs in Allied Health & Nursing (RN) full & part time, days & evenings

**NEWBURY COLLEGE**
A TWO YEAR COLLEGE
20 associate degree programs 739-0510

**NEW ENGLAND MONTESSORI**
Teacher Certif. Program
Nationally Accredited Jobs Waiting
1-459-6617

# Drawing board time for The New England

by Marie Gendron / *Journal Staff*

After three-and-a-half years of city review hearings—complete with bitter community protests and two lawsuits—principals in the $500 million New England Life development project have severed their ties with architect Philip Johnson and hired a new architectural team to look at redesigning Phase II of their Boylston Street development.

While some heraldeo the hiring of Robert A.M. Stern of New York and Yu Sing Jung of Boston's Jung/Brannen as an important step in the right direction, many others said they were reserving judgment until they see what the new team comes up with.

"Will it really make a difference who the architect is if they're presented with the same parameters?" said Chia-Ming Sze, an architect and the only member of the Board of Appeal who voted to deny a package of zoning variances for the project two years ago. "It's the same play with different actors. Unless they change the play, some of the issues we objected to are still there."

Copley Real Estate Advisors, the real estate arm of The New England, and the Gerald D. Hines Interests of Houston are jointly developing the project. As originally designed, the project would have comprised about 1.4 million square feet of space in two identical 396-foot towers. But only Phase I of the project, the western tower, will be completed according to Johnson's design.

According to the developers, Johnson was never asked to redesign the east tower, and The New England's spokesman, Peter Harrington, denied that Johnson's firm had been fired from the project.

"He has completed his work for us," Harrington said. "He gave us a design. It's our feeling that to take a fresh, new look at the design, you need a new architect."

Leslie Jabs, a staff architect who worked with Johnson on the project, said their firm would have declined a redesign request, anyway.

Philip Johnson

Harrington said there are no specific new design plans yet for the second phase. He said the architects are working on some concepts they will discuss with the community over the next few months.

"I have to underscore that we are deeply committed to working with the community on this," Harrington said. "We take what the community says very seriously."

According to some, that has not always been the case.

Back Bay residents, led by a group called Citizens for a Better New England Life, filed two unsuccessful suits against the developer and the Boston Redevelopment Authority to stop the project. The developers received approval from the city to begin construction on the west tower when they agreed to restudy the design of the second building. However, the developers still retain the right to build the entire project as originally designed, subject to the city's approval.

"These types of situations come up all the time in cities," said architect Jane Thompson of Ben Thompson Associates. "I don't think it's common that a building gets into as deep trouble as this one did. I think in this case it was unresponsiveness. I think it was the presumption that this architect was God and that he was not going to change anything."

When the project was first presented, community members expressed concern over its size, saying the new tenants would add too much traffic to the already congested Back Bay. They also said the buildings would throw much of the surrounding area into shadow and would create a wind corridor along Boylston Street. Some architects have also said the design does not respect the character of the Back Bay.

Another concern is that the project could damage the neighboring Trinity Church. The century-old landmark recently won more than $11 million in its suit against John Hancock Mutual Life over damage caused to the church during the construction of the John Hancock Tower *(see "Follow on the news," page 7)*. The church's attorney, Anthony Bartelle, said he is watching the New England Life project "very carefully."

In addition, several community leaders said they are not yet ready to wipe the slate clean and start the review process over. Richard Nemrow, president of Citizens for a Better New England Life, said his group is still waiting for a decision on the appeals to its lawsuits. And despite The New England's assertion that the design of Phase I is no longer open to debate, Harrington said his group may also seek modifications to that building to make it fit in better with a new Phase II.

"Phase I is still pretty much alive in the mind of our organization," he said.

Harrington said the new architects have been instructed to come up with a design for a 450,000-square-foot building for Phase II. That would be a 100,000-square-foot reduction from the original design. He said the company does not want to rehabilitate any of the site's existing buildings. Several architects said it will be a challenge for the new architects to design a building that works well with both the first phase and with the surrounding area.

# Developer, Back Bay group offer traffic plans

By Anthony J. Yudis
Globe Staff

Developers of a proposed second office tower for The New England insurance company have formulated their own traffic plans, and the city also has vowed it will give some traffic-improvement measures a priority.

"It's very encouraging," said Paul Demakis, president of the Neighborhood Association of the Back Bay, referring to a statement by Boston Redevelopment Authority director Stephen Coyle promising traffic mitigation for residential Back Bay.

"I think there is no question that the appropriate city agencies, including the BRA and the Transportation Department, are interested in dealing with the traffic problems," said Demakis.

"But our concerns are that these problems be adequately dealt with before the second tower is approved," he said.

The neighborhood association has drawn up a list of traffic measures, some of which it would like to see put into effect as soon as possible. Coyle said most of the demands can be implemented, but others will be part of a longer-range, $300,000 study encompassing the entire Back Bay.

"The BRA and the Transportation Department will work to resolve some of these problems before the second-phase building goes before the BRA board for approval," said Coyle. He said he expects the BRA board might be able to act on the building plan in March or April. Developers are looking for a fall construction start.

Plans for the second tower, designed by Robert A.M. Stern of New York and Jung/Brannen Associates of Boston were disclosed yesterday. The plans generally were greeted favorably by the design advisory panel made up of representatives of five organizations. They include the Neighborhood Association of the Back Bay, Trinity Church and the Back Bay Architectural Commission, all of whom want traffic problems resolved before they give their support to the building, the Boston Society of Architects and the Back Bay Association.

A year ago, Stern and Jung/Brannen replaced the architectural team of Philip Johnson and John Burgee, who designed the first building in the block bounded by Clarendon, Berkeley and Boylston streets and St. James Avenue.

Construction is under way on the first building but, neighborhood opposition to the second building, a twin of the first, was so widespread that the developers changed architects.

As part of the design-review process, the developers – The New England and Gerald D. Hines Interests of Dallas – formulated a traffic-management plan for

TRAFFIC, Page 17

# Developer, residents offer traffic plans

■ **TRAFFIC**

Continued from Page 13

the building block. The provisions include, said Peter Harrington, a spokesman for the developers, selling MBTA passes in the buildings, distributing transit information to employees and tenants; and operating a computerized ride-sharing information bank for employees and making it available to other Back Bay employers.

An in-house "transportation coordinator" will be employed by the developers to monitor traffic-relief measures, and generous bicycle and motorcycle spaces will be available to encourage use of those vehicles, said Harrington.

For its proposed 1,000-car garage, the developers have agreed to offer monthly discount prices for Back Bay residents for overnight parking. The charge – $70 – is considered a bargain for city parking.

The developers also will charge discount rates for short-term shoppers in the Back Bay and discount rates for long-term parkers who come in and leave at off-peak traffic hours, Harrington said.

Demakis said every little bit helps, but the developers can control only their own environment. The improvements needed cover a larger part of the Back Bay, he said. The neighborhood association suggested the developers subsidize T passes, which would be more of an incentive for employees to use the T, but they refused.

Some of the traffic improvements sought by the neighborhood include more prominent signs at certain major streets that would direct motorists to the Mass. Turnpike and Storrow Drive and thus encourage them to get off local residential streets.

Changes in some street patterns to discourage motorists from using Dartmouth and Marlborough streets and Commonwealth Avenue as shortcuts and new traffic signals and right and left lanes also aimed at encouraging motorists to stay on the commercial streets and off the residential streets are part of the neighborhood recommendations, according to Demakis.

Demakis said he realizes other recommendations for major street reversal will require a lot of study. The community is willing to accept this, he added, because while the community proposed some reversals, it is not sure whether the new patterns would work.

"Not everything has to be done now," he said.

Demakis said the neighborhood plans to meet next week with city transportation commissioner Richard Dimino to discuss both the problems dealing with the new New England building program and the issues to be examined in the more complicated $300,000 study.

Boston Business Journal
Volume Seven Number Forty Nine Febr

Publications Inc $1.00

## FOLLOW ON THE NEWS

new headquarters building in the Back Bay.

The New England and its partner in the development, Gerald D. Hines Interests, were sent back to the drawing board last year after heated community protest over the original Philip Johnson-John Burgee design *(see BBJ, Jan. 26, 1987)*.

The original design was to have been two, 25-story twin towers facing Boylston Street. The Boston Redevelopment Authority (BRA) allowed the first phase to go forward but ordered The New England to hire a new architect to redesign the second building.

The proposed new second phase, designed by New York-based architect Robert A.M. Stern in collaboration with Jung/Brannen Associates of Boston, resulted from a year-long design review by a city-appointed panel. The new proposal calls for a 22-story, red-brick building, featuring an array of glass bay windows. The building would comprise 500,000 square feet; 100,000 square feet less than the first tower.

In addition to reducing the overall size of the building, Stern won points among both architects and local activists for turning the building to face Berkeley Street, thus lessening the wall effect that would have been created along Boylston Street under the original plan. The new building is called 222 Berkeley St.

Spokesmen for both the Neighborhood Association of the Back Bay and Citizens for a Better New England Life, the two groups that most vocally opposed the original project, said they are pleased with the redesign. However, both said they are still concerned about the traffic the 1.1 million-square-foot complex will bring into the Back Bay.

BRA director Stephen Coyle said his agency and the city's transportation department will work to resolve the traffic issue before March 10 when the BRA board is scheduled to vote on the new design. Among the mitigating measures proposed by the developers are an off-street loading and delivery area, a promotional program designed to stagger employees' work hours and encourage ride sharing and on-site T-pass sales.

If all goes as planned, The New England will break ground on the Berkeley Street building this summer and finish construction in the winter of 1990. Phase one, known as 500 Boylston St., is nearing completion.

**—Marie Gendron**

*he New England*

## ave reviews

Financial services giant The New gland received rave reviews last week the redesigned second phase of its

MASSACHUSETTS FINANCIAL SERVICES COMPANY
200 BERKELEY STREET • BOSTON • MASSACHUSETTS 02116
617 • 423-3500

TARRANT CUTLER
Senior Executive Vice President

March 15, 1988

Mr. Stephen Coyle
Director
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Dear Mr. Coyle:

As a major tennant in 500 Boylston Street, we look forward to the completion of the remainder of the block. I have seen a rendering of the new building at 222 Berkeley Street and am impressed by the architects ability to create a facade that seems to live comfortable with the buildings in the neighborhood.

We very much support the completion of this important project for Boston.

Sincerely,

Tarrant Cutler

TC/ljd

YORK BAY DEVELOPMENT CORPORATION
230 West Canton Street
Boston, MA 02116

(617) 262-5159

March 15, 1988

Mr. Stephen Coyle, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Coyle:

York Bay Development Corporation is pleased to lend its support for Phase II of The New England, Gerald D. Hines Interests and the Dutch Institutional Holding Company.

We are impressed by the benefits for the public good generated by the first phase of the project. The list of these benefits includes construction jobs for Boston residents, creation of 161 affordable housing units in the South End, and $500,000 contribution to the redesign and reconstruction of Copley Square. We look forward to the addition of architect Robert Stern's design as part of the complex, and we are confident that his design will be a significant architectural contribution.

York Bay Development Corporation is proud to be the linkage partner associated with The New England/Gerald D. Hines Interests, and we believe this project will have a positive effect on the downtown business district.

Sincerely,

Victor A. Jorrin
Vice President

A.W. PERRY, INC.
REALTORS · SINCE 1884

March 16, 1988

Mr. Michael H. Harrity
Copley Real Estate Advisors
c/o Gerald D. Hines
535 Boylston Street, Suite 1200
Boston, MA 02116

Re: Bonwits

Dear Michael:

Please accept this brief congratulatory note on the exterior renovations of the Bonwit Teller building (I suppose its now the "Louis' Building").

The restoration appears, to this unpracticed eye, to be a smashing success in both design and execution. The brownstone really looks like brownstone. We look forward to the rejuvenated activity which is forthcoming. We hope that when our construction (and leasing) are completed, your restoration and ours will compliment each other as well as the future Two Twenty Berkeley.

We look forward to continuing progress reports on our neighbors.

Sincerely,

William G. Constable
Vice President

WGC:jw
cc: Peter Smith

A. Boyd Simpson
President

March 23, 1988

Mr. Stephen Coyle
Director
Boston Redevelopment Authority
Ninth Floor
Boston City Hall
Boston, MA 02201

Dear Mr. Coyle:

We at LJ Hooker Developments, and our retail affiliates Bonwit Teller and B. Altman, wish to express our support for the project being developed by Copley Real Estate Advisors and Gerald D. Hines Interests, Two Twenty Two Berkeley. The design is in keeping with Boston architecture and is a positive addition to the Back Bay. The completion of the block and the enhancement on Boylston Street as well as Berkeley and St. James will add to the character of the Back Bay and the economic vitality of the City of Boston.

Therefore, we would urge you and the BRA Board to approve the project as designed and allow construction to commence as soon as possible. Thank you.

Sincerely,

A. Boyd Simpson
President
LJ Hooker Developments

ABS:mbb

THE COPLEY PLAZA
COPLEY SQUARE, BOSTON, MASSACHUSETTS 02116

EXECUTIVE OFFICE

March 24, 1988

Mr. Stephen Coyle
Boston Redevelopment Authorities
City Hall
Boston, MA 02201

Dear Stephen,

I am happy to endorse the Phase 2 of the New England Project at Boylston Street. I think that the second design is to my mind less favorable than the inital design done by Gerald Hines Interests. However, I understand the review process has caused modifications in the prelimary design to what it is today. I do want you to know that the Copley Plaza is happy to endorse this project and looks forward to its ready completion.

Cordially,

William H. Heck

William H. Heck
General Manager

WHH/tmr

TELEPHONE (617) 267-5300

OPERATED BY HOTELS OF DISTINCTION INC

BEACON HILL CIVIC ASSOCIATION, INC.
74 JOY STREET
BOSTON, MASSACHUSETTS 02114
227-1922

March 25, 1988

Mark S. Sears
Gerald D. Hines Interests
535 Boylston Street
Suite 1200
Boston, MA 02116

Dear Mark,

Thank you very much for meeting with our Board of Directors on the 8th of March to discuss the development of 222 Berkeley Street. We greatly appreciate your time and your obvious concern about the impacts of the project on our neighborhood.

Please let me know as your plans for 222 Berkeley Street progress.

Sincerely,

Cameron

Cameron Lane
Executive Director

CL:rs

cc: Peter Thomson

The Lenox Hotel.
Affordable Elegance in the Heart of Boston.

Executive Offices
710 Boylston Street at Copley Place
Boston, Massachusetts 02116
617-536-5300
Telex 928158

March 30, 1988

Mr. Mark Sears
Gerald Hines Interests
500 Boylston Street
Boston, MA 02116

Dear Mr. Sears:

I just wanted to thank you for allowing me the honor of being at several presentations concerning the New England Life building.

I not only have been impressed by the design itself but its author Robert Stern. His concern for Boston and its stringent ideas have been married extremely well.

This new building will be an added compliment to Boston's skyline and its people. The way the building has been addressed to encompass the pedestrian and the architecture around it is professionally planned.

Again, thank you for the opportunity to be a part of the process.

Sincerely,

Ralph Polanec
Assistant General Manager

April 4, 1988

Mr. Paul Demakis
Ms. Susan Prindle
Ms. Kathleen Philbir
Mr. Jonathan Greene
Neighborhood Association of Back Bay
314 Commonwealth Avenue
Boston MA 02116

Dear Paul, Susan, Kathleen and Jonathan:

We understand that on April 5 the NABB Board will meet in order to finalize its position relative to the second phase of our Boylston Street project. We urge you and the Board to support our project at that meeting and at the BRA hearing currently scheduled for April 21.

We have worked hard with you over the past year to create a project which addresses the concerns of your organization as well as those of other Back Bay citizens and groups. Issues of design and traffic mitigation have been examined at length and we hope that you are as encouraged as we are by the effort and the results. We look forward to still further benefits resulting from the continuing dialogue between our organizations.

The redesign of the project has focussed on resolving many of the neighborhood concerns raised by the initial design proposal. Some of the key physical design changes that have been made include:

- The size of the project has been reduced by 100,000 square feet and the height has been reduced by three stories.

- The "canyonization" of St. James Avenue has been lessened with a greater separation between the two towers and the increase of sidewalk widths on St. James and Berkeley.

- The building has been reoriented to Berkeley Street improving the massing and adding interest and activity to this street.

- The vocabulary of materials and details has been totally reworked to reflect more traditional Back Bay architecture, including the use of brick, stone trim, bay windows, etc.

- At street level, the building mass has been broken to enliven the pedestrian experience. The Boylston Streetscape plan will be followed.

- The project will have interior walkways which will permit pedestrians to cross through the site, from Boylston to St. James and from Berkeley to Clarendon.

- Many of the desirable features of the first phase have been retained, such as the low rise massing along Boylston Street, the introduction of a major public space, active retail uses and large sidewalks.

The redesigned project also addresses issues related to traffic and site access. Where the project team can control design and operational policies related to transportation issues, numerous creative solutions will be implemented:

- The project square footage reduction will reduce traffic to the site.

- Elimination of the Berkeley Street egress from the garage will reduce traffic on Berkeley and encourage use of the Mass. Pike.

- Semi-annual review of the overall transportation and garage management program with NABB and BBA.

- An innovative rate structure for the garage will encourage off-peak usage of the facility through the use of discounts and penalties.

- Lower first hour rates for users of the garage will encourage short term parking and reduce cruising for street parking.

- Overnight and weekend parking for Back Bay residents at low monthly rates.

- Snow emergency parking for Back Bay residents at a nominal daily fee.

- Special low rates for Sundays, benefiting Back Bay churches.

- The Property Management office will actively promote and organize an extensive ridesharing information bank, open to all Back Bay employers.

- Priority carpool parking available to all Back Bay carpools.

- Prime, reserved area for vanpools.

- Transportation Day and other active promotions for alternative transportation means. Use of local publications, newsletters and tenant publications to increase awareness.

- MBTA passes will be sold on site.

- Meet with and encourage tenants to promote flex-time.

- Validation coupons and "after 9:30 AM" spaces for Back Bay retailers.

- Active enforcement of parking garage regulations.

Transportation related decisions which are not directly controlled by the project team have also been the focus of much attention. We will continue to work with NABB, the BRA and the Boston Transportation Department to implement a series of short term measures to help mitigate the influence of our project on neighborhood traffic patterns. Already credit is due to all parties for progress in the areas of signage, striping and moves toward the closing of the Dartmouth Street exit to Storrow Drive. We look forward to continued progress on short term measures and also to developments on long term policies which will unfold as the Back Bay areawide study moves ahead.

Again, we are encouraged by the process which has gone so smoothly as a result of your hard work. We look forward to solidifying our partnership with the neighborhood and ask for your support of our Boylston Street development.

Sincerely,

Michael H. Harrity
Copley Real Estate Advisors

Mark S. Sears
Gerald D. Hines Interests

ms290

From the desk of

# James M. Kelly

BOSTON CITY COUNCIL - DISTRICT TWO

725-3203 725-3452

*Carol Geary*
Chief of Staff

*Paul J. Walkowski*
Legislative Coordinator

*Annmarie Geary*
Secretary

April 15, 1988

Mr. Robert Farrell
Chairman
Boston Redevelopment Authority
Zoning Board
Boston City Hall
Boston, MA 02201

Dear Mr. Farrell;

Please record my name in support of the joint venture proposal of The New England and Gerald D. Hines to proceed with New England Life, Phase II project at 222 Berkeley Street.

Over the past eighteen months the developers have undergone extensive design review; they have met with neighborhood groups, community leaders, elected officials, and to the best of my knowledge resolved all major concerns.

I believe the proposal is well-planned and beneficial to the city as a whole, and accordingly respectfully ask your approval of their worthwhile plan.

Sincerely,

James M. Kelly

THIS STATEMENT MADE FOR AND ON BEHALF OF

Boston City Council

Thomas M. Menino
District 5
725-3510

April 15, 1988

Robert Farrell, Chairman
Boston Redevelopment Authority
Boston City Hall
Boston, Massachusetts 02201

Dear Mr. Farrell,

I am writing to the Boston Redevelopment Authority Board to express my support for the proposed Two Twenty Two Berkeley Street project that is scheduled to appear before the Board on April 21, 1988.

Two Twenty Two Berkeley Street represents the culmination of two years of community review at its best. The development team made a commitment in 1985 to work with the community to redesign Phase II, and I am convinced that they have accomplished this in a most sincere and thorough manner.

I therefore recommend that the Board find favorably for this project -- one which is certain to be of benefit to the neighborhood, and to the City of Boston.

Sincerely,

Thomas M. Menino

7142 022

BOSTON PUBLIC LIBRARY
3 9999 06314 720 9